



\$2.00
Nemo corsets. With Komo hip and 86 a pair.
eres 50c
One button. Perfect made perfectly plain or all sizes. An extra
\$1.25
skirt. Light or dark
sweater. blouse neck and cardinal. Extra good
\$3.50
Skirts 50c
Sannette skirts. Made with ruffe. Serviceable, comfortable at 50c.
History
That's Why
Rugs
Cost
and we have hundreds at the Alexander prices ever named or obtained hundreds of others. The whole stock of underpried our selections while
Rugs \$24.75
Rich Oriental design. 2x12 feet. Rugs that are the biggest bargain at \$24.75 each. Buy now, come early.
Rugs \$19.95
In an endless variety of styles and colors.
Rugs \$2.95
In all colors.
Rugs \$1.19
In all colors. 2x6 1/2 inches. This lot lasts, choose \$1.19
Linon 15c
India linon. 40 inches wide. 25c grade. 15c yard.

The Leading Events
IN THE DOMAIN OF SPORTS.

Los Angeles Sunday Times

Part VII: 12 Pages
ROUND-UP OF THE WEEK.

XXXIst YEAR. SUNDAY MORNING, JANUARY 28, 1912. PRICE: 5c. Single Copies, on Mails and Trains, 6 Cents. For Month, per Copy, Delivered, 35 Cents.

Kodaks and Supplies

We have remodeled our Camera Dept., and have more room and better facilities for showing all the different

---Cameras and Photo Supplies

We do Developing, Printing and Enlarging.

---Golf and Tennis Players

Will find our stock complete with all the latest accessories.

If you need a pocket knife, select one from our display of over 400 patterns.

Tufts-Lyon Arms Co.

428 South Spring Street

KODAKS

Oftimes you have wished that you had a remembrance of a trip to the mountains, the seashore, a house party, or a day's outing, haven't you? Better call at once and inspect the new line of EASTMAN KODAKS and accessories carried by us. Our salesmen in this department understand the Kodak business thoroughly and they can offer you many helpful suggestions. Our developing and finishing is the very best.

214 W. Third

Dyas-Cline Co.

Stearns-Knight

See Our Ad on Page Two

The White Line Radiator belongs to the Stearns

Extracts from letters written by owners of Stearns-Knight Cars

"There are a few of the many advantages I have found in my Stearns-Knight car—
It delivers the goods
It is flexible as any car
Has more power than I anticipated
It could not be ordered out of Sherry's for smoking
It is as silent as the "7" in Pennsylvania
I am more than pleased with it."
Yours very truly,
(Signed) JOHN CLARK UDALL.

Smith Brothers

742-44-46 S. Olive St., Los Angeles, Cal.

Rebuilt Packards

We offer for sale Rebuilt Packard Motor Cars. These cars have been turned in by purchasers of 1912 Packard cars. These cars must not be confused with "second-hand cars." These cars have all been thoroughly overhauled by Packard mechanics. All worn parts replaced and repainted.

They are Sold Under the Standard 90-Day Warranty.

Next to a new Packard, a Rebuilt Packard is the best buy.

PRICES

1911 Packard "30" Touring Cars.....	\$3120
1910 Packard "30" Touring Cars or Phaetons.....	\$2520
1909 Packard "30" Touring Cars or Phaetons.....	\$2020
1908 Packard "30" Touring Cars.....	\$1620

ALL REBUILT, REPAINTED AND GUARANTEED.

California Motor Company

EARLE C. ANTHONY. Main 3196.

DESERT RATS AND AUTOISTS ROUTE HIGHWAY.

PLAN CINCHED FOR OCEAN-TO-OCEAN BOULEVARD.

Sun-browned Veterans from the Sahara of California Win Signal Victory After Fierce Battle, and Sands of the Lonely Desert Are to Be Covered With a Macadam Highway Over Banning Route.

By BERT C. SMITH.

THOUGH their faces are burned a dark brown, and though the desert has shown them its worst sand, everyone of the enthusiastic delegates who motored over the sand, to the good roads convention, will return the same way. The terrors of the Whitewater River are mythical. The drifting sands of the Sahara are a joke, which they will play with in reality. The tourists will journey back through Pomona, Ontario, Bloomington, Colton and out to Beaumont and Banning. Then for Palm Springs, Indio, Thermal, Coachella, Mecca, Brawley and Tuma.

When the Whitewater River is reached the dismal tales told to the desert rats, by those who were anxious to route the boulevard to San Diego, will seem like fairy stories. The battle has been fought, and then refought, and has been won in its entirety. The convention at Phoenix was a memorable one. The convention in Los Angeles made history.

When Herbert Hubell, Rose, who likes to be called a farmer, but who is the retired banker of Ontario, refused to permit any personalities on the floor he swung the convention at the psychological moment. There was no need for a roll call when Chairman Carl McStay put the question. It was so near unanimous that it would have taken a long-distance telescope to find the negative votes.

BIG DOINGS.

Summing up the work of this entire convention it was remarkable. More was done in a shorter space of time than has ever been accomplished at a like gathering. There was not a hitch. It looked to be an impossible proposition to bring harmony out of the chaos. It came and came sooner than the most sanguine believed it could come.

Sweeter than the chimes of the Glenwood Inn mission bells were the notes of good cheer exchanged by the Redlands and Riverside delegates after the smoke had cleared away. One of the pictures I will never forget is that of Fire-eater George Wilder and Peace-loving Frank Miller, as they embraced each other like good Quakers, who never scrap.

Real things were accomplished at this gathering. Money was raised for first aid work. Cash was secured by President John S. Mitchell of the Ocean-to-Ocean Highway Association, for emblems which are to be secured at once. Definite work is to be done along the line of organization. C. E. Woodside was the man chosen to represent the association and the convention ratified the plans of President Mitchell, and the work will be started at once.

When the motor cars left the Colorado River with The Times special showing the way, it seemed an impossible task to route a motor car across the desert. When the cars rolled into this city at the end of the tour every autoist who had made the journey knew the logical route for the national highway had been chosen. This convention met under the rules of the Marquis de Queensberry. It adjourned with the glow of peace nestling cozily in the midst of the throng.

Why even the mean things said in the heated argument were stricken from the minutes. The fight for the foothills boulevard was lost, and yet there was not a man who did not have something for which to be thankful. The road was chosen over the shortest route to Los Angeles. This sharp tassel was won with a skirmish that took hours in the different calculations.

FIERCE CLASH.

When the great clash claim it was the desert rats in action right. R. C. Jeckel of Brawley is an orator. He proved his eloquence both in the side meetings and at the convention. He was not afraid of his shadow. C. J. Park is a road expert. His help was of the kind that sent the Brawley delegation into a fight in which they could win with facts to spare. He had driven over the Whitewater Wash, and was satisfied that a road could be built there.

W. A. Freeman of Ontario swung into action right with a fight conducted along the same lines. He saw just how the delegates stood in the matter and refused to make the fight a personal one. He pursued the same tactics which won him so many friends at Phoenix and with H. L. Ross as his side-partner, he went into the battle with a big club which he did not have to swing hard to secure the victory.

Frank W. Balfour of Pomona is one of the delegates who has taken a most active part in this road campaign. It will be hard to forget how Balfour drove his Oakland car from Pomona to this city to pilot a Premier six-cylinder over the shortest route to Los Angeles. He showed the right spirit in the convention and was ready to vote at the right time.

GOOD SCOUTS.

R. E. Swing of the Idaho Chamber of Commerce, swung into action with a fierce onslaught at just the wrong time. He is to be excused and was pardoned by those against whom he hurled his fiercest invective. He was assisted by J. B. Gill, but both were given a helping of fellowship after the clouds of battle had blown away and both assured the delegates of their hearty co-operation for the good roads movement.

From Redlands came a bunch of hard-headed bankers and farmers, who were ready to do the right thing. They grumbled when they left the convention with the question of the road through the Whitewater Wash. Shall they build it above the Whitewater point or right on the point itself. G. W. Wilder is a scrapper. He



Ocean-to-Ocean Touring Cars



Which crossed the California end of the national highway. Above is the Overland, one of the nobby thirty-horsepower cars which made a remarkable run across the sands and which was always in the going. In the center is the Stoddard-Dayton, The Times Special, which was the pilot car on the long tour, and beside the Stoddard is the Overland, poking her nose exactly to the front of the procession. Below, on the right, is Philo Jones in the midsize Ford, one of the smallest cars on the tour, and on the opposite side J. I. West in the Buick "Porty" another steady plunger which went skimming through the Whitewater Wash as if on a pleasure tour. West brought a carload of enthusiasts with him over the route.

FARNUM FISH IS AIR HERO.

Wins Day's Honor on Endurance Flights.

Beachy Amuses Big Crowd With Clownish Stunts.

Parmalee Shows to Perfection in Wright Glider.

By WALTER KINKADE.

Courageously fighting his way against a thirty-five mile an hour wind at Dominguez field yesterday afternoon, Farnum Fish, the youngest aviator in the world, cleared his Wright biplane a distance of fifteen miles over the ocean at Playa del Rey at an altitude of 3000 feet.

The boy aviator, who has a good aerial boat and has been favored by luck during the present meet, now enjoys the distinction of being the only airman who has journeyed out over the ocean.

Fish made his remarkable trip without a mishap. After returning to the field he said it was so cold at the high altitude that he was compelled to descend in order to warm his hands. It was his longest and highest flight.

The boy aviator remained in the air most of the afternoon and won first honors for endurance for the day. Cooke, who has stayed in the air for two hours or more every day but since the meet opened, was forced to return to earth on account of the gale after he had been in the air thirty-five minutes.

Phil Parmalee had the roughest aerial journey in all his experience as a skillful airman when, after the meet closed, he took as a passenger Lieut. W. A. Plasterford, who is in charge of the torpedo boats at San Diego. There was a terrific gale at the time, but the careful birdman guided his aerial craft successfully and when he brought his passenger back to earth the lieutenant declared it was simply fine.

Lieut. Plasterford made the journey for the purpose of making a sketch of the roads and surrounding conditions near the field. He will make his report to the Navy Department at Washington.

Parmalee was the only birdman that dared take a passenger with him during the afternoon.

BEACHY IS CLOWN.

No aerial circus is complete without the clown and yesterday for the first time in the history of aviation a clown was the star performer. "The Maid of Mystery" did the stunt while 1000 spectators laughed at the performer, whom the announcer said was "Miss Florence Walker" of Seattle, raced through the air.

The new air aviator who was scheduled to make eight flights and

(Continued on Sixth Page.)

Additional Sports on Page 8, Part I

(Continued on Third Page.)

BUICK MOTORS SOON TO START.

Record Shipment Routed to
Howard Branch Here.

Big Transaction Marks the
Epoch in Motordom.

Moving Pictures of the Cars
Snapped En Route.

Perhaps no commercial transaction in recent years has attracted so much national attention as the order placed by the Howard Automobile Company, of this city, for a freight trainload of fifty double-decked Buick cars. The deal means an outlay of some \$125,000 for the automobiles and an additional \$25,000 for freight upon the arrival of the trainload in this city, early during the coming month.

Not only has the transaction created a stir in local automobile circles, but throughout the East the motoring public have made it one of the principal topics of comment. It is generally argued that an order of such magnitude clearly reflects the prosperity of the region from which it comes, and should prove a profitable field for invasion with other lines.

The story of the transaction is concisely told in the following telegrams, which were sent by Charles A. Howard, president of the Howard company, and the officials of the Buick factory respectively.

HOT WIRE.

H. H. Collins, general sales manager, Buick Motor Company, Flint, Mich.

If you will positively guarantee

DESERT RATS SEND GIFTS TO HOMELESS FAMILY.

WHEN the little desert home of Adrian Maxwell was burned to the ground Wednesday morning the desert farmer had no idea that he has so many friends. Out at Palm Springs Maxwell, with his wife and two little children, have made a hard fight and were winning when fire swept their home away.

Awakened early Wednesday morning by the screams of a woman James J. Canavan, the man who drove the Maltaday car out to meet the Desert Rats at Palm Springs, sprang from his bed and rushed out to help. He saw the little cabin with the flames licking the timbers. He lost the battle for the Maxwell home.

While the babies, frightened by the crackling flames, clung in terror to the skirts of their mother the parents saw their belongings eaten by the flames. It was a sad sight because it meant much to them. Even the little purse which contained the few cents which Mrs. Maxwell had saved, was burned and only a few of the coins were found in the ruins of the kitchen.

When the Desert Rats saw the sad plight of the little family in the cauldron of the desert they got into action. They learned how little Maxwell, the 5-year-old girl, had saved her little baby-blue hair ribbon, her last treasure, though all of her toys and dolls, prized so highly, and which Santa Claus had taken to her far out on the desert sands, had been lost in the fire.

Little Kermit had lost his puppy. He said the puppy did not have four legs, but it had two legs on each side and four feet. It was a sad loss to his baby heart when the puppy was destroyed in the fire. His big blue eyes looked in great wonderment on the charred ruins where his baby doggie had found a fiery grave.

Then it was that Jim Canavan took a hand in affairs. He suggested that

the Desert Rats help secure good things for the family. In less time than it takes to write it cash was raised for first aid and a box was filled with good things for the babies and the mother and father. O. A. King, in the E.M.F. "Thirty," will leave this morning with the hamper of goods for Palm Springs and almost before the sun sets the homeless children will have little shoes, nice dresses, toys and a big box of bonbons.

Walter Whitewater Brown, who was with the Desert Rats, and who toured across in a Maxwell, did the right thing when he heard of the distress of the children. With his wife to help he secured three calico dresses, a warm flannel skirt, shoes for the babies, two dainty little dresses for the kiddies, a suit of clothes and a pair of trousers for the man. This hamper will be delivered today to Maxwell and his thanks, which will certainly come, must be handed in large measure to Walter Whitewater Brown, the Good Samaritan of the Desert.

Mrs. Walter G. Homanway, who made the trip in the Maltaday to Palm Springs to meet the ocean-to-ocean tourers, and who was the first woman to reach Mrs. Maxwell while her home was burning, was asked by the Desert Rats to purchase the hamper of goods for the little family. She did this yesterday and the box was loaded on the E.M.F. "Thirty" last night, after the plucky woman autist had put the finishing touches to the "goody-goodies" for the trip across the sands.

Those who figured as the good Samaritans are R. C. Jackson, G. R. Wade, H. B. Stewart, J. J. Canavan, Earl C. Pound, E. L. Hill, R. B. Harris, H. L. Dutcher, J. A. Welsh, H. L. Fulton, M. T. Shaw, O. A. King, Max Cronk, H. D. Paulin, O. R. Maynard, J. A. Galloway, R. B. Bray, Dr. P. J. Johnson, John Max, Walter Whitewater Brown, Walter Ransom and Bert Phillips.

DO YOU KNOW

- 1st—WHICH car furnishes you the same sensation going up hill as coasting down?
- 2nd—WHICH motor is more flexible than any other, regardless of number of cylinders?
- 3rd—WHICH motor is guaranteed 50 per cent. more power than any other of equal size?
- 4th—WHICH motor uses 25 per cent. less gasoline and oil than any other of its power?
- 5th—WHICH motor is absolutely free from all valve grinding, adjusting, noise and carbon trouble?
- 6th—WHICH car eliminates over one hundred working parts in the motor alone?
- 7th—WHICH car is equipped with the most quiet gasoline motor in existence?

DO YOU KNOW that all these qualities are found only in the Ultimate Car—The Stearns-Knight.



shipment not later than 31st of this month, you may enter our order for fifty double-deck carloads of Buick automobiles as follows: 35 model twenty-nine Buick cars, with top, glass front and gas tank; 70 model twenty-eight Buick cars, same equipment; 30 model, thirty-four Buick cars, same equipment; 10 model thirty-five Buick cars, same equipment; 25 model, forty-three Buick cars, same equipment. Draw on us for same through our bank, this city. Shipment must be made in the trainload, routing same Rock Island Railroad via Kansas City and Ogden. Wire us your acceptance and acknowledgment date train will leave Flint, but positively must not be later than January 25.

Howard Automobile Company, Flint, Mich., Jan. 4, 1912.

C. S. Howard, Howard Automobile Co., Los Angeles, Cal.

We hereby accept your telegraphic order of January 4 for a solid trainload of fifty double-decked carloads of Buick automobiles to be shipped as a special train, January 25. This shipment will contain: 35 model twenty-nine Buicks; 70 model twenty-eight Buicks; 30 model thirty-four Buicks; 10 model thirty-five Buicks; 25 model, forty-three Buicks. All of these cars to be fully equipped with top, glass fronts and pneumatic tires. Total number of cars, 210; value of same, \$125,000. We will, as usual, draw on you for the above shipment through your bank. This will be the largest single shipment of automobiles ever made to one concern, and we hope that you will appreciate our efforts in giving you a shipment of this size, at a time when we are so crowded with orders.

BUICK MOTOR COMPANY.
According to the latest advice received from Flint by F. S. Howard, manager of the Howard company, the trainload will leave the factory Thursday, and will be routed over the Southern Pacific lines to this city. Motion pictures of the train are to be taken at the time it leaves the factory, along the route and on its arrival in this city. These pictures are to be shown throughout the country, and in this way the State and city will be further advertised.

TWO BIG ONES.
Two years ago the Howard company established a trainload record when thirty-one carloads of Buicks were brought here, and this record was never equaled by any factory to the country until the present instance, when the Buick plant, side by side the Howard people, eclipsed its high mark.

Discussing the trainload order, President Howard said: "It was just a case of our having to get the cars. We have been far behind in our orders for some time, and we felt that we owed it to our customers to endeavor to get them their cars. Despite the fact that the Buick plant is the largest in the country, we have never been able to secure enough machines to satisfy our wants, but I think we will now be in a position to almost fill all the orders that we have at present booked. I have received scores of telegrams from all parts of the United States upon being able to place such a big order, and as I have adopted California as my home State, I feel proud that it is receiving so much favorable publicity through the Buick trainload. My desk is full of papers and clippings that tell of the prosperity of the State, as is evidenced by the placing of so large an order."

Honeymoon Special, E.M.F. Thirty

Which brought joy to the hearts of a love-lorn chauffeur and his sister. Above is Robert Wheeler, better known on auto-row as "Pat" in his E.M.F. Thirty which he used to steal his pretty bride on the Lochleven drive to Lakeside. Below is Mrs. Wheeler who was whisked surreptitiously away to her honeymoon.

To Santa Ana.

DASHING BRIDE ON FAST SPIN ENJOYS HONEYMOON.

MRS. KATHLEEN WALLACE, a dainty pretty maid, became the bride of Robert Wheeler last week, after a sensational dash to Santa Ana in the E.M.F. touring car which "Pat" recently purchased. On the spur of the moment this dashing maid consented to marry "Pat," who cranked the car and shot away for the southern town before the parents could object.

This romantic wedding culminated in a more romantic honeymoon and the tour was continued. Scarcely was the knot tied than "Pat" decided to drive for Lakeside. He reached there in time for the race in which the Buick defeated Schacht car. The ride was so enjoyable that Wheeler agreed to tour into the hills, and he drove to Warner's ranch. Seventy miles away, toward Warner's Hot Springs, the bride and groom went spinning in the dainty little thirty horse power speedster. It was a great joy-ride, with two of the happiest young autoists who had become one on the unique journey into the hills. It was an ideal honeymoon, with the car sparking perfectly and with the smile of the girl he loves cheering him to his best efforts.

Walter Hempel, at Lakeside Inn, welcomed the young couple when they returned from the Indian country. They were given one of those

famous milk-fed chicken dinners and spent a few days at the country hostelry. Then the E.M.F. was driven back to Los Angeles. Though told to tell of his thrilling trip, "Pat" did admit yesterday that he had driven to Santa Ana without consulting the parents of the young lady. When the knot was tightly spliced he then feared nothing and it was not necessary to ask mother or father. The young woman proved as fearless as the man at the wheel and after taking the dare "Pat" continued into the hills.

This trip and its result came as a great surprise to the many friends of the young people. It was known that "Pat" except to be married, but no one believed he would dare to take himself away on an instant's notice. Only one glance at this happy bridegroom is convincing proof that he is indeed happy.

The E.M.F. was purchased from the Lord Motor Car Company. It is one of this year's models and has been sent over the ground at top speed. It is just as good as the day it was purchased and is ready for other tours into the country. "Pat" will not, however, let any other driver take the wheel. He is considering seriously a crack at some of the road records, but now that he is married his bride will not consent to his risk-taking life.

STODDARD MOTOR SALON.

The Times Special Desert Rat to Be Center of Novel Display Planned This Week.

One of the novel exhibits arranged for this week is the auto show which opened last night at the Standard Motor Car Company's salerooms. All the late model Stoddard-Dayton cars will be on display and the exhibit will be dressed by "Bob" Robinson, who is an expert designer.

With "The Times Special" as one of the chief exhibits, the display is grouped artistically on the handsome saleroom floor. The Savoy roadster is a beauty which catches the eye and the Stoddard limousine is one of the most stylish of the New Year's imported cars. The Baker electric display is one of the most complete shown in the West. The new 1912 model in the handsome line can be seen this week at the Stoddard salerooms. The women will be attracted by this part of the novel car display.

CARTERCAR HAS NEW BIG CHIEF.

FRICION-DRIVEN CAR TO BE PASSED OUT IN LARGE MOT.

General Motors Company Takes a Hand in Management of Factory and Radford Takes Full Charge and Will Pay Special Attention to Agency in This City.

Harry R. Radford, who for several years has held the position of general sales manager for the Cartercar Company at Pontiac, Mich., builders of the friction-driven Cartercar, now assumes the management of all Cartercar interests, except the manufacturing department. With this change comes greatly added responsibilities, because the sale and continued success of the Cartercar rests almost entirely on Radford's shoulders.

This change follows the recent resignation of R. A. Palmer as general manager of the Cartercar Company. Palmer was one of the original organizers of the concern ten years ago, but his other business interests, especially that of the Franklin Provident and Savings System, made it necessary for him to give his entire time to them.

Considerable speculation took place when it became known that Palmer was leaving, as to who would succeed to the general management. Today, however, Thomas Neal, president of the General Motors Company, of which the Cartercar Company is a part, announced that it had been decided to dispense with the position of general manager.

This action means that the department of advertising, selling, credits of agents, and the directing of the seven Cartercar branches in New York, Philadelphia, Detroit, Chicago, Kansas City, Los Angeles and San Francisco, will all come under Radford's supervision, and he alone will be responsible for their success.

The management of the factory will be under the direction of the production manager, and it will be his duty to see that the cars are up to the high standard which has made the Cartercar so popular. In discussing the matter at the Madison Square Garden Automobile Show today, Radford stated: "I was quite pleased to shoulder the entire responsibility of the Cartercar sales, particularly at this time. Never before has the company shown as complete or as handsome a line as this season. The features of the friction transmission and chain-in-oil drive met with considerable opposition at first, but the public has come to realize that simplicity, ease of control, and the added advantage of having an unlimited number of speeds with-

out the noise of gears, are big ones. From the attention our exhibit has attracted at the show, and from the number of individual sales we have made, it is safe to say that we will be the largest year we have ever had."

AEROMETER MEASURES GALE.

Test Made in Aeroplane Shows Many Plans for Warner Instruments by Its Use.

"No aviator should think of flying without an aerometer," said Glenn Martin, the well-known aviator, at Dominguez Field yesterday. In the first place before you start on your flight the meter tells you just the rate of speed the wind is blowing. You can then to some extent judge the resistance and I consider it especially helpful in coming to a stop. Once you get into the air, the aerometer increases with the speed of the car and then, by deducting the speed at which you know the wind is blowing, you can tell your own speed.

There is a face on the aerometer just like the Warners used on automobiles and you can easily read the figures, as they hold steady at the different speeds.

Martin's aerometer has attracted considerable attention when the machine has been in front of the stand. There are four cups, which revolve with the wind. The instrument is constructed on the magnetic principle and is attached to the front of the biplane.

WHEATON MAKES NOVEL TEST.

Covers Large Area of Country in Motor Car and Proves Worth of Machine.

The Salt Lake route is probably the first railroad in this country to try out the automobile for use in connection with the work of its city solicitors. Automobile Agent Wheaton, who looks after the interests of his company in the matter of freight shipments, arranged the details of a try-out recently, and as the result of a four-hour demonstration covered more territory and visited more shippers in that length of time than would be possible under the old or present methods in any three full working days, assistance of street cars included.

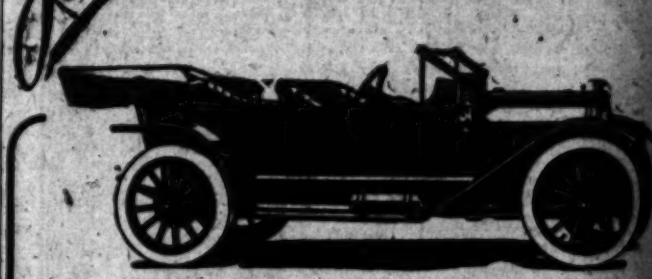
That the use by railroad companies is entirely practicable and impossible of dispute as to its economical value to some departments, is clearly established, according to Wheaton. Philadelphia is planning to buy a new automobile for its new Mayor. The machine used by his predecessor is so badly worn as to be discarded.

Empire Tires

Don't worry along with slow, Leaking Tubes and Rim-cutting Tires. Every Motorist in America equipped with EMPIRE CABINGS and tubes is riding easier, giving greater mileage and more satisfaction to the rider. THEY DON'T RIM CUT. WEAR LONGEST.

Empire Tire & Rubber Co.
1213 South Main Street. Los Angeles, Cal.

Jackson Thirty No Hill Too Steep, No Sand Too Deep! Always Ahead of Its Class



THE CAR FOR YOUR MONEY.

Wheel Base, 110 Inches, 32-Inch Wheels. Price \$1800 F.O.B. Los Angeles, equipped with Top, Windshield and Speedometer. \$1200 Factory Equipment.

Owners of other makes have paid more money, and received less for it. A demonstration will convince you that this is not a "Knock," but a plain statement of fact. If you know the Jackson, you'll buy it. IMMEDIATE DELIVERY, ALL MODELS.

Charles H. Thompson
1012-14 South Main St.
F6390. Broadway 1840.

Abbott & Dorris

The popularity and increasing demand for these cars has forced our removal from 1188 South Main Street to our

New Show Room

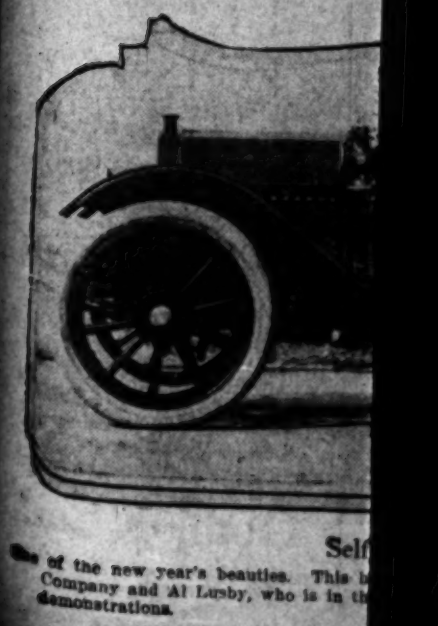
Where commodious quarters allow you every facility for examining the 1912 Models. You are cordially invited to visit our new location.

Corner Pico & Hill Sts.

Strength, Durability, Easy Riding are the pre-eminent qualities of the Abbott and Dorris Motor Cars.

L. R. Carpenter & Co.

Phones—Main 4011; 25398.



METZGER HOME FROM ABROAD

Everitt Man Sure We Lead in Motor Building.

Head of Low-Priced Car Factory Is Booster.

Six-Cylinder Motor, He Says Is in Great Demand.

William E. Metzger, president of the National Association of Automobile Manufacturers, and secretary to Metzger Motor Car Company, who has just returned from a two-month trip abroad, through the European motor factories, recently expressed the strong belief that the automobile industry had reached a much higher plane of development in this country than abroad. It is his opinion that the American aptitude for the manufacture of high-grade mechanical products has reached a high point in the manufacturing of automobiles that foreign makers are unable to compete with American products in the world's market at least within the range of prices which appeal to the average buyer.

"As regards the present status of the industry, I believe that American pleasure cars have now reached a standard of merit and value very close to the ideal," Metzger said. "Automobiles are no longer a mere seasonal proposition—to be used only in summer or fine weather and laid up during the winter months. Anyone who visits the larger cities in this country can see the larger fall in the number of automobiles which are continually increasing. The number of business men, and no other automobile owners, who, instead of laying aside their cars at the approach of winter, as they used to do, now keep their cars in commission the year round. What I mean to emphasize is the fact that automobiles are coming more and more to be a stable means of transportation, relied upon more and more each year as a necessity of modern life."

FEW CHANGES.
"Cars are becoming, too, more standard—that is, to say, there are fewer changes from year to year. Of course, it is true that manufacturers build various small features from season to season that may be improved or simplified, but in the main the cars of the last year or two show little change from one season to another. A man, therefore, who invests in a car today may be reasonably sure that his purchase will not become a back number, out of date, in any reasonable time, but on the other hand his money has bought and paid for a generous amount of transportation service, which is available to him for a good many years to come."

"For the same reason, too, the automobile manufacturing industry is getting down to a constant business, and one in which there is a steady demand for the product. It is in turn possible for manufacturers to operate their factories with full forces during the entire twelve months of the year, and resulting in a minimum cost for their production to the individual buyer."

SAME PRICES.
"I believe that without question, a settled standard of value has been approximately reached. I look to see changes in price ranging within the next few years. Material prices, and the cost of labor have an upward tendency in this country, but offsetting this are the methods of scientific management, the introduction of more efficient machinery and the various other modern methods which are being developed in the different factories throughout the country. Of course, it is reasonable to assume that the development of the industry will be along the lines of greatest utility to the owner and the building of the ideal car—which I believe is not very distant—with considerable emphasis on such points as simplicity, automatic operation, and the utmost satisfaction and economy to the ordinary individual."

WE LEAD.
"We, of course, in this country, have a great advantage over foreign makers, in that we have pushed to such an extent the modern methods of manufacture by automatic machinery, and the like, whereas the foreign makers build their cars more or less by hand with all the mechanical uncertainty and the great cost which these methods involve."

"I found on my trip abroad that prices on the other side for cars which would solve the same efficiency and ability as ours were far in excess of those which prevailed here. Of course, foreign conditions are far different from ours and the roads are better—the motors are taxed according to their size, and for this reason, the development has been along special lines."

One of the new year's beauties. This company and Al Luby, who is in the demonstration.

One Who Knows.
METZGER HOME FROM ABROAD.

Everitt Man Sure We Lead in Motor Building.

Head of Low-Priced Car Factory Is Booster.

Six-Cylinder Motor, He Says, Is in Great Demand.

William E. Metzger, president of the National Association of Automobile Manufacturers, and secretary of the Metzger Motor Car Company, who has just returned from a two months' trip abroad, through the European motor factories, recently expressed the strong belief that the automobile industry had reached a much higher plane of development in this country than abroad. It is his opinion that the American attitude for the manufacture of high-grade mechanical products has reached a high point in the manufacturing of automobiles that foreign makers are unable to compete with American products in the world's market at least within the range of prices which appeal to the average buyer.

"As regards the present status of the industry, I believe that American pleasure cars have now reached a standard of merit and value very close to the ideal," said Metzger. "Automobiles are no longer a mere seasonal proposition—to be used only in summer or fine weather and laid up during the winter months. Anyone who visits the larger cities in this country can scarcely fail to notice the continually increasing number of business men, and no other automobile owners, who, instead of laying aside their cars at the approach of winter, as they used to do, now keep their cars in commission the year round. What I mean to emphasize is the fact that automobiles are coming more and more to be a stable means of transportation, relied upon more and more each year as a necessity of modern life."

FEW CHANGES.

"Cars are becoming, too, more standard—that is to say, there are fewer changes from year to year. Of course, it is true that manufacturers find various small features from season to season that may be improved or simplified, but in the main the cars of the last year or two show little change from one season to another. A man, therefore, who invests in a car today may be reasonably sure that his purchase will not become a back number, out of date, in any reasonable time, but that on the other hand his money has bought and paid for a generous amount of transportation service which is available to him for a good many years to come."

"For the same reason, too, the automobile manufacturing business itself is getting down to be a constant business, and one in which there is a steady demand the year round, making it turn possible for manufacturers to operate their factories with full forces during the entire twelve months of the year, and resulting, of course, in factory economies and consequently the minimum cost for its production in the individual buyer."

SAME PRICES.

"I believe that without question, a settled standard of values has been approximately reached. I look to see few changes in price ranging within the next few years. Material prices, and the cost of labor have an upward tendency in this country, but offsetting this are the methods of scientific management, the introduction of more efficient machinery, and the various other modern methods which are being developed in the different factories throughout the country. Of course, it is reasonable to assume that the development of the industry will be along the lines of greatest utility to the owner and the building of the ideal car—which I believe is not very far distant—with considerable emphasis on such points as simplicity, automatic operation, and the utmost satisfaction and economy to the ordinary individual."

WE LEAD.

"We, of course, in this country, have a great advantage over foreign makers, in that we have pushed to such an extent the modern methods of manufacture by automatic machinery, and the use of the like, whereas the foreign makers build their cars more or less by hand with all the mechanical uncertainty and the great cost which these methods involve."

"I found on my trip abroad that prices on the other side for cars which should show the same efficiency and utility as ours were far in excess of those which prevailed here. Of course, foreign conditions are far different from ours and the roads are better—our motors are taxed according to their size, and for this reason the development has been along special lines."

WOODSIDE WILL ORGANIZE NATIONAL HIGHWAY BOOST

C. E. WOODSIDE, the newly-appointed organizer for the "Ocean-to-Ocean Highway Association," will begin his campaign immediately.

Mr. Woodside is an attorney of independent means who is willing to devote his time to the fulfillment of this splendid project. His enthusiasm is boundless.

In an interview with The Times yesterday he thus outlined his plan of action:

"It is our purpose now to organize branches of this national association in every State, either as independent new organizations, or by absorbing organizations that have already been made, and further, to visit every city and town and district that is interested in this movement and secure local organizations in each of them. It is furthermore desired to learn in as authentic a way as possible, just what roads are most adaptable for national highways, just what expense is necessary to build them in first-class shape, just how accessible road material may be in each case, and most of all, just what the American attitude toward the manufacture of high-grade mechanical products has reached a high point in the manufacturing of automobiles that foreign makers are unable to compete with American products in the world's market at least within the range of prices which appeal to the average buyer."

"As regards the present status of the industry, I believe that American pleasure cars have now reached a standard of merit and value very close to the ideal," said Metzger. "Automobiles are no longer a mere seasonal proposition—to be used only in summer or fine weather and laid up during the winter months. Anyone who visits the larger cities in this country can scarcely fail to notice the continually increasing number of business men, and no other automobile owners, who, instead of laying aside their cars at the approach of winter, as they used to do, now keep their cars in commission the year round. What I mean to emphasize is the fact that automobiles are coming more and more to be a stable means of transportation, relied upon more and more each year as a necessity of modern life."

FEW CHANGES.

"Cars are becoming, too, more standard—that is to say, there are fewer changes from year to year. Of course, it is true that manufacturers find various small features from season to season that may be improved or simplified, but in the main the cars of the last year or two show little change from one season to another. A man, therefore, who invests in a car today may be reasonably sure that his purchase will not become a back number, out of date, in any reasonable time, but that on the other hand his money has bought and paid for a generous amount of transportation service which is available to him for a good many years to come."

"For the same reason, too, the automobile manufacturing business itself is getting down to be a constant business, and one in which there is a steady demand the year round, making it turn possible for manufacturers to operate their factories with full forces during the entire twelve months of the year, and resulting, of course, in factory economies and consequently the minimum cost for its production in the individual buyer."

SAME PRICES.

"I believe that without question, a settled standard of values has been approximately reached. I look to see few changes in price ranging within the next few years. Material prices, and the cost of labor have an upward tendency in this country, but offsetting this are the methods of scientific management, the introduction of more efficient machinery, and the various other modern methods which are being developed in the different factories throughout the country. Of course, it is reasonable to assume that the development of the industry will be along the lines of greatest utility to the owner and the building of the ideal car—which I believe is not very far distant—with considerable emphasis on such points as simplicity, automatic operation, and the utmost satisfaction and economy to the ordinary individual."

WE LEAD.

"We, of course, in this country, have a great advantage over foreign makers, in that we have pushed to such an extent the modern methods of manufacture by automatic machinery, and the use of the like, whereas the foreign makers build their cars more or less by hand with all the mechanical uncertainty and the great cost which these methods involve."

"I found on my trip abroad that prices on the other side for cars which should show the same efficiency and utility as ours were far in excess of those which prevailed here. Of course, foreign conditions are far different from ours and the roads are better—our motors are taxed according to their size, and for this reason the development has been along special lines."



C. E. Woodside,
Who has been appointed as organizer for the National Highway Association and who automobilized across the continent in the interest of this great movement.

shall begin at once by correspondence to start the agitation for united work along the entire route, from here to the Atlantic Ocean, and have endeavored to call a convention which I shall attend on my way from here to the East. I expect to leave for the East as soon as the roads become settled and shall endeavor to have conventions called so that I can attend all of them en route. I expect also to have every town on the line between here and Yuma thoroughly organized. In fact, the preliminary steps along this line have already been taken.

"The good roads movement has become the most popular subject now before the people, and with the agitation which must surely follow the work it is proposed to do by the ocean-to-ocean highway, the whole subject will be presented in a manner never before undertaken, and there is every reason to believe that it will have unanimous support on all sides."

REO FIFTH ONE OF NEW BEAUTIES OF THE SEASON.

THE "Reo Fifth," the new model which R. E. Olds, the famous designer, has christened his "farewell car," for the reason of its being so near the close of the designing of automobiles, has arrived and is the cause of much rejoicing at the Reo Pacific Company, of which Norman DeYaux is manager. In this car are the final results of all Olds' experience, including sixty-seven improvements over the best of the designer's previous creations.

There are some features found in no other car and it is believed that the car will make a great hit.

"Reo Fifth" is a thirty-three-horse-power, five-passenger touring car. It includes a self-starter. It also comes as a four-passenger demountable roadster and as a two-passenger roadster. Its lines are classic and elegant, lacking nothing that correctness in design can give.

Few changes were possible in the motor. The fly-wheel is two inches farther back, which lessens vibration, considerably more power is developed at low speed. The universal joint connecting transmission with clutch has been redesigned and improved. The rear axle has been redesigned and greatly strengthened, while the nickel steel shafts are used.

A great change has been made in the drive shaft, which now runs in the open with joints and connections protected by leather boots. The brakes are of double-acting, wrapping type, and are of entirely new design. Both sets are equalized, making it certain that both wheels have an equal pressure applied regardless of adjustment. The brake foot pedals are longer and made so that the foot cannot slip off.

The most conspicuous of the new features is the center cone handle control for the operation of the transmission gears. A radius of three inches covers the movements of the lever handle in shifting from neutral to any other gear, and is of great convenience. The exterior of the car shows a number of improvements in refinement, all of which tend toward the better appearance of the car.

REGAL TO THE RESCUE.

Fraternity Order Finds Novel Use for Handsome Car, Which Makes Good.

Ever alive to its duties as an organization, a certain fraternal order in Los Angeles found a new use for the automobile.

Several months ago when there appeared a special need for charitable work among its members the Loyal Order of Moose, of that city established what is known as its relief committee. Immediately the wisdom of the move became apparent and since its formation the work of the committee has been most effective.

Handicapped, however, because of lack of facilities for calling on the members in need and distributing supplies, the officers of the lodge hit upon the idea of purchasing an automobile. So apparent was the need of the relief committee that the idea of buying a car for its use met with hearty approval and the progressive

members of the lodge voted to purchase a touring car. Now the relief committee has the automobile—a beautiful Regal.

"Our membership," writes W. A. Alderson of Los Angeles, Dictator of the lodge, "is over 7500, and so large that it is impossible for the relief committee to do its duty without the aid of the automobile. The new Regal is being used to great advantage every day, and by its use the Loyal Order of Moose has jumped into the front ranks in its work for charity. We have found the automobile an effective factor for the success of the relief committee, and can strongly recommend that other organizations buy a motor car for a similar purpose."

The total good roads State appropriations for the past year is now estimated at \$110,822,866. New York State furnished \$27,500,000 and Texas \$25,000,000, while Pennsylvania appropriated \$11,500,000. In Colorado there is a bond issue of \$10,000,000 pending, and in Pennsylvania there is one of \$50,000,000.

BOOSTS GREAT WESTERN.
New salesmanager Plans Big Campaign for This Season With Forty as His Leader.

A recent addition to the forces of the Great Western Motor Company, agents for the Great Western "Forty," is Bruce S. Cramer of Denver, competent automobile salesman with wide experience. Cramer, in joining with the Great Western company, said: "In the selling of this 'Forty' I expect to co-operate with Messrs. Huber and Robinson in making a banner year with this car. It is a good seller and an easy seller. In fact, the car almost sells itself without much salesmanship to push it along."

The whole sales force has been kept busy demonstrating the car to prospective buyers and agents and a goodly number have been closed up since the first of the year. The "Forty," which is the only chassis put out by the Great Western company, is an attractively finished car, with all the little conveniences and necessities which so appeal to the critical buyer of today. It is equipped with self-starter, electric lights, detachable fender, electric horn, robe rail and foot rail, and many other commodities.

Huber has been out in the country during the past week closing up a number of agencies and reports that the car is taking well with the automobile public throughout Southern California.

Colorado is building one of the finest systems of roads in the Union. Its commission, which was organized in 1910, has designated twenty official highways, with a combined length of 1645 1/2 miles, covering the State. The State issues its convicts both in quattris and in road construction, and is planning to spend \$10,000,000 in State aid.

One of the big tire companies has communicated with its agents and distributors, asking whether they believe a reduction in prices advisable. Whether the replies will affect the company's decision is still to be determined, but if one or two of the large companies make new quotations nearly all of the others will have to take corresponding steps for self-protection.

Figures published for the Province of Saskatchewan show that in the neighborhood of 1400 automobile licenses have been issued in that province. Of these, about 600 are held in the four cities of Saskatoon, Regina, Moose Jaw and Prince Albert. Moose Jaw leads the list with 215. The remainder of the number are scattered at various points throughout the province.

OCEAN-TO-OCEAN BOULEVARD.
(Continued from First Page.)

was rushed into the coffers. Dent offered \$500 at once. The spirit of this little settlement, which, if we must listen to Dent, is to become a large city, was catching. Others got the bug.

Dan Johnston said he is not a silver-tongued orator. He proved one of the most convincing speakers who held the floor. He had something to say always at the right time and he said it straight from the shoulder without excuses to anybody. He was backed by a strong delegation from Colton, where another \$500 is in sight for the work on the roads at once.

CLARK SCORES.

Percy H. Clark, of the Automobile Club of Southern California, gathered the honors for a most signal victory at a critical time. When a resolution was before the convention to select the route only from Yuma to Colton, Clark jumped in with a hot one. It covered the resolution adopted by the Phoenix convention and almost before we realized what had happened that resolution was adopted and was incorporated in the minutes. Think what that will mean for the Supervisors.

Our Supervisor Pridham proved the right man in the right place. He heard everything that went on during the convention. He made several speeches directly to the point and then agreed to be followed by the suggestions laid down at the gathering.

Think of it! What nice and interesting reading the minutes of that convention will be for the Supervisors of all the counties in Southern California. When that vote, recently taken, is reconsidered, it is almost a certainty that the route selected by the Supervisors will be the Banning route. Then the State Highway Commission will be handed something on which to act intelligently and which will represent the wishes of the largest number of road boosters in Southern California.

At a conference of the directors of the Cole Motor Car, makers of Cole cars, and the distributing agents for the Cole, which has recently been held, it was decided to drop the figures 30 and 30-40 which have been used after the trade name of their car, Cole. These figures represented the horse power of the machines but the officials of the manufacturing company, in increasing the horse power of the car, found that the figures were really confusing. The majority of motor-car builders are following this policy.

Apperson
Jack Rabbit
Immediate Delivery
1912 Models

APPERSON "RABBIT".....\$1750
45-h.p., 5-passenger touring car; 114-inch wheel base
35x4-inch wheels, famous Apperson motor and clutch.

APPERSON "BABY JACK".....\$2150
55-h.p., 5-passenger touring car; 118-inch wheel base,
35x4-inch wheels, famous Apperson motor and clutch.

APPERSON "LITTLE JACK".....\$3200
55-h.p., 7-passenger touring car; 123-inch wheel base,
36x4 1/2-inch wheels, famous Apperson motor and clutch.

Above prices are for cars delivered in Los Angeles, with lamps, tools, top, wind shield, speedometer, prestolite tank and demountable rims. With self-starter attached, extra.

All models of Apperson cars are of the same design, materials, workmanship and appearance, the only difference being in the size of the cars and their motors.

Leon T. Shettler Company
633 South Grand Ave
Did Any of Our Competitors Ever Give You a GOOD Reason Why You Should Buy His Car in Preference to an Apperson?

BATTERIES
25c Each

Everybody now sells Ignitors and Evereadys for 25c. But

Everybody Does Not Sell You Fresh Bats.

Our Average Sales amount to

5000 Batteries a Month

Does this mean anything to you? It means this

You never get old Batteries from us. They are always strictly fresh. We want you as a customer.

We guarantee all batteries sold by us.

The Electric Shop
Woodill & Hulse Elec. Co., Third and Main.

Order by Mail
Pioneer of Fair Prices

Live Wire
Dry Cells
Twitchell
Air
Gauges

19c Bullocks 50c
Branding at Ground

A Great Sale: 50 Rubber Covered Plush Robes at \$3.95

TIRES

—These are the prices that have startled Southern California.
—The prices that are for you and for everyone else.

—The Prices That Buy First Quality Standard Tires With Serial Number Intact in Every Case.

—There is no "Seeing it's you" policy at Bullock's.
—There is no subsidizing of buying agents.
—There is no fear in face of the threats of manufacturers or dealers.
—This auto supply business is your business and is being run in your interests. You can save safely on first quality supplies and tires by buying them at Bullock's.

Size	Casing	Size	Casing
3 x28	\$12.50	4 x38	\$31.45
3 x30	18.50	4 x34	32.75
3 1/2 x30	19.50	4 x35	33.50
3 1/2 x32	21.00	4 x36	34.50
3 1/2 x34	23.00	4 1/2 x34	41.15
4 x30	28.00	4 1/2 x35	42.40
4 x31	29.25	4 1/2 x36	43.25
4 x32	30.25	5 x35	52.25

A Monday Feature—
Stewart Speedometer and a Pressed Steel Tool Box \$15

Speedometer attached to car. An offer that all owners of new cars should take advantage of—just a limited number, so we advise early buying—Monday, a Pressed-Steel Tool Box, 14x8x8-inch size, will be given with every Stewart Speedometer at \$15—While they last—

Hi-Gravity---The New Auto Oil at Bullock's Is Making a Hit—

—It's an oil of high quality—
—It comes straight from the petroleum fields of Pennsylvania—
—Purified and made right for Auto Engines—

—It Comes in Steel Half-Barrels
and barrels and 5-gallon and 1-gallon cans. Exclusively at Bullock's in Los Angeles.

Brackets at 75c
—For number plates, tail lamps and fog radiators, 75c.

Ammeters 50c
—Your opportunity to secure a meter to test dry cells, at 50c.

French Chamois 75c
—Just 60 French Chamois Skins 21x11-inch size—skins that will wash and not get hard—75c each.

Marvel Solder 25c
—And \$1.00—Marvel Solder is unlike any other solder on the market, as it possesses a substance which, once hardened, will never get soft—and yet you do not use heat in applying solder—25c and \$1.00 packages.

"No Brush" Varnish \$1.25
—We shall be glad to demonstrate this varnish on your own car for you—do you know what it will do—it is a varnish anyone can apply with a cloth—let it dry overnight and in the morning your car will look like new—\$1.25.

Gallon Metal Polish \$1
—Rox or Warren Metal Polish—it would be hard to find their equal for brass or nickel—\$1.00 gallon.

Gasoline Filler Cans \$1.50
—Have large pouring spouts.

300 Sootless Plugs \$1.15
—Fits for all cars, including the Elmore—\$1.15 each.

The House of Biehl
Importing Callers
\$10 SAVED

Take advantage of House of Biehl service and of the real reductions in this sale. New, up-to-date woollens are all we can show you. Your particular choice is on our shelves.

\$35 Suits \$20; \$40 Suits \$30; \$45 Suits \$35;
\$60 Suits or Overcoats \$40.

Sale continues but a short time longer.
SEE OUR WINDOW DISPLAY

516 South Broadway,

CADILLAC AGENCY
1218 S. MAIN STREET
Main 8440. F8110.

Too Steep, Too Deep! Days Ahead Class

MONEY.
Wheels. Price reduced with Top, \$1900 Factory.

more money, and you will convince us, you'll buy it.

ALL MODELS.

Compson
in St.
Broadway, 1947.

Dorris
demand for val from 1188

Room
show you every Models. You for new location,

Mill Sts.
ing are the pre- and Dorris

er & Co.
25398.

Self-Starting Chalmers Thirty-six.

This handsome car is being delivered in large lots by the Western Motor Car Company and Al Luby, who is in the car, and Eddie Boles, who is at the wheel, are kept bustling making demonstrations.

Engineering Represent

GARDEN SHOW NOVEL EXHIBIT.

Great Crowds Attracted to
Madison Square.

New Body Designs Claim
Much Attention.

Premier Man Gives His
Ideas of Salon.

BY H. O. SMITH.

President Premier Motor Company.
If the attendance at the New York show can be taken as an indication of the public's interest, and it can, the interest in motor cars was never greater than at present. It is safe to predict that the attendance at the show was equal to, if not greater, than the last previous year.

There was nothing spectacular or sensational to mark this year's exhibit or the methods of doing business. There was evidence on all sides to indicate clearly that the motor car has reached a high standard of perfection, and that even the buyers are not looking for radical changes. The greatest interest was shown in the latest types of body construction. This is true not only at the garden show, but at the importers' show and the show held at the Grand Central Palace at the same time. Among the imported cars as with the American cars, the models exhibited were characterized by but few if any important mechanical changes, but there were to be noted a great many innovations in body and construction design. This did not relate so much to general external appearances as to the character of the body and the construction of the chassis. Many of the imported cars were fitted with combination bodies, combining the characteristics of open and closed bodies, such bodies as would give all of the desirable qualities of the fully-enclosed landau, and at the same time convertible into an open touring car.

It was generally conceded that the most complete model of this kind was to be found in the body built by the Kimbell company of Chicago, and fitted to a Premier cylinder chassis. This is the body which practically represents the ideas developed by the ocean-to-ocean tourer, and the most complete in construction. This made a very smart, elegant appearing enclosed job, the windows dividing the front and back seats disappearing, and the metal parts being collapsible and so arranged as to cover the windows and protect them from dust.

This body attracted an immense amount of attention, not only on the part of the individual purchasers, but by car builders and body makers as well. While no maker would expect to run a factory on the orders obtained at one of these shows, as most cars are closed before the show, yet it was the prevalent impression that business was transacted at this show than at any other for a great many years. This not only represents orders from local patrons in and about New York, but there was also in attendance a great number of prospective purchasers who came to New York with their dealers to make comparisons before placing their orders.

New body designs attracted the only share of attention at the New York automobile show, and nothing was displayed in the spotlight any more than the new Premier touring car, the latest design of the Premier Motor Manufacturing Company of Indianapolis. This car was painted in white and green and finished in old Roman gold. It is of the four-cylinder model. The new touring car is the direct result of the recent ocean-to-ocean tour, and it is of convertible open or closed design. The car has upper meshes of glass that can be raised, on a moment's notice, and also a glass partition back of the front seat. The road clearance is several inches greater than that of an ordinary touring car, and it is found to be an essential for transatlantic touring. The Premier ocean-to-ocean tourer found that there were many times when a closed car was needed on their long trip, the ordinary limousine and landau being too heavy for long touring and so the new Premier touring de luxe was designed. Judging from its great popularity at the New York show there will be a great demand for it all over the country.

Less than two years the State Highway Department of New Mexico inspected 1668 miles of road, surveyed and plotted 280, constructed and repaired 360 miles. It has practically completed four principal highways—the Las Vegas-Raton and Santa Fe-Albuquerque and Santa Fe-Silver City-Mogollon and the Santa Fe-Carrizozo roads.

THAT SELF-STARTER.

Driver Hits on Novel Plan When
Gasoline Tank Runs Dry Far From
Garage.

Paul Leggett, the Nyack automobile driver has had an unusual experience which will be of interest to every motorist who has once upon a time found himself miles from a garage with his gasoline supply exhausted. Leggett, while making a 125 mile trip from Nyack, N. Y., to Chatham, N. Y., ran out of gasoline while between Kingston and Catskill and miles from the nearest place where he could purchase or secure any.

He started the car with the self starter and left the gas from the acetylene tank on the dashboard turned about one-third the way around. He ran the car for several miles using only the acetylene gas until he came to a church where he could get the only supply of gasoline for miles. He made the run of 125 miles in four and one-half hours, including the time spent on two ferries at Rhinecliff and Roundout and one-half hour waiting for one of the ferries.

Another Big Gun.

LOZIER MOTOR TRUCK COMING.

HIGH-POWERED COMMERCIAL
CAR IS PROMISED.

Five-Ton Normal Load Capacity
of This New Model Which Factory
Has Just Turned Out After Series
of Severe Tests—Touring Car and
Freight Carrier Different.

It has been a fact quite generally known in automobile circles that the Lozier Motor Company have for the past three years been experimenting with motor trucks. Details of the Lozier truck have, until the present time, been difficult to obtain, but announcement is now made that the first of the five-ton trucks will be exhibited in the Chicago, Philadelphia and Boston shows and full details have been given out.

About three years ago, the Lozier Company began experimenting with large capacity trucks and the first ones built have been in service for over two years, although none has up to this time been offered for sale. The advance information which has been given out shows the result of the three years of thought, study and experimenting devoted to the new truck as it embodies the latest and best practices of the large capacity trucks of Europe and the best commercial trucks of this country.

In bringing out the Lozier truck, the same methods were pursued that were followed by the company in putting out the first Lozier touring cars in 1904 and 1905, for these cars were not placed on the market until about seven years of study and experimenting had been covered. The result was that every feature of design and construction had been so thoroughly tried and proved that the first Lozier motor cars in 1904 exhibited features of design and construction which only became standard on many other cars from two to five years later. Although the first Lozier truck was on the road and in a finished state over two years ago, the two years succeeding were devoted to bringing the vehicle to a point of perfection where it could be marketed with the most liberal guarantee and every assurance of perfect service.

It was found in the earlier stages of experimenting that no part of a passenger vehicle, no matter how well suited it might be for touring car work, could be utilized in the construction of a truck. There is no part of the new Lozier truck which has been used in any of the touring car models. Motor, transmission, jack-shaft, gears, frame, axles and every other part of the big truck have been especially designed and built for truck purposes.

The Lozier truck is rated at five-ton normal load capacity with a four-cylinder, thirty-five-horse-power motor. The loading platform is twelve feet eight inches in length, approximately eight inches longer than the standard of the leading American trucks of this type. There are two general practices in truck designs, one placing the seat back of the motor, as in touring cars, and the other placing the seat over the motor. The Lozier is of the latter type. This arrangement in motor truck design is important as it affects loading, distribution, accessibility of parts, economy of operation, durability and general efficiency.

Heretofore it has been claimed that the motor under the bonnet was desirable as giving greater accessibility and this has been the reason given by builders of this type for this form of construction. In the Lozier truck, although the motor is placed under the seat, this seat is hinged in such a manner that it can be thrown back out of the way in a few moments' time or can be removed with five minutes' work. The cooler can be removed by loosening two nuts and removing three bolts, giving access to the motor from the front. Without disturbing either the seat or the cooler, all parts of the motor are as remarkably easy of access as in the touring car, so that placing the seat back of the motor as a means of offering accessibility to the motor is not necessary in the case of the Lozier as it is designed.

The great advantage of placing the driver's seat above the motor is shown by the illustration, which permits of the best weight distribution found desirable in modern practice.

While the loading platform is twelve feet eight inches in length, the wheel base is but 124 inches, giving a small turning radius, less weight, and yet allowing two-thirds of the weight only to be carried on the rear wheels, the other one-third being carried on the front wheels. When light, the Lozier truck has approximately an equal load on both front and rear wheels. The wheel base of the best known heavy duty trucks is found to range from 146 to 156 inches with approximately the same loading platform as the Lozier truck with 124 inches, yet in placing the seat over the motor—the latest practice in heavy duty truck construction—the center of gravity is forward of the rear axle, increasing the load on the front wheels as the truck load is increased. With extreme overloading in a truck and the center of gravity coming over the rear axle, the load on the front wheels is frequently decreased, making it extremely difficult to steer on slippery roads and streets and next to impossible to handle in sandy roads.

STANFORD DIAMOND MEN SHOWING CLASS.

[Special Correspondence of The Times.]
STANFORD UNIVERSITY, Jan. 25.—The Stanford baseball team has started off in fine shape. Yesterday the Cardinal aggregation defeated St. Mary's College, 4 to 1. Usually the Catholics come out on top in the early season games with Stanford and the win yesterday indicates to the students that the team this year is going to be the strongest nine that has represented Stanford for several years.

Howe and Couch, freshmen from Palo Alto, worked in the box for the Cardinals and they performed like veterans. These boys are the best twirlers that Stanford has drawn since the days of "Bill" Thiele. Couch has a world of speed and Howe handles himself like a old-timer.

The Olympic Club was beaten in the opening game of the season, 10 to 1. The squad has been divided into four regular teams under the leadership of experienced players. About seventy-five players are turning out daily and there will be keen competition for the vacancies that are to be filled.



A Practical Comparison

This Forty-Five Horsepower Touring Car \$1500; Equipped with Self-Starter Only \$20 Extra

EVERY man likes to make every dollar he spends go as far as possible. He won't exchange it for seventy-five cents worth of merchandise, from one man, if another offers him an even dollar's worth for a dollar. Ten cent soap is worth ten cents—not fifteen.

Any automobile manufacturer can talk to you in a general way about the unheard of value his car represents. But general statements do not count for very much. They are meaningless. They prove nothing.

While most of the advertising writers are trying to get your attention by flat, general, misleading statements in an effort to cover up the high prices on their cars, we want to talk to you on the same and practical comparative basis of facts and figures.

When we make the claim that our big forty-five horsepower five-passenger touring car, at \$1500 is the equal of any \$2000 car on the market, we can prove this to be an actual fact. The better you are acquainted with automobile conditions, cars, prices, specifications, etc.; in fact, the more you know about the automobile industry the more you will realize this to be true.

What do cars of this type usually sell for? You find them for \$1700, \$1750, \$1800 and \$2000 and some higher. But why should you pay the higher price? You will find these higher priced cars are no better—no larger—no more powerful—no more comfortable, than this car for \$1500. So why pay more? You will find the

motor no larger—the seating capacity no greater—the finish and appointments no finer. So, if you get no more, why on earth should you pay any more?

"How can you make a car of this size and power to sell for \$1500 when other makers get \$2000, and more, for cars that are almost identical?"—you ask.

It is possible for the very practical reason that we are the largest automobile producers in the business. We make 25,000 cars where the average standard maker produces but 5,000 and less. Having five times the manufacturing facilities, we are actually able to produce an automobile at from twenty to thirty per cent. less cost. And this difference is found in our price to you.

So much for figures. Now, let's get down to the specifications, for the specifications represent the real intrinsic value of any automobile. This car has a powerful forty-five horsepower motor; the wheel base is one hundred and fifteen inches, the transmission is selective, three speeds and reverse, fitted with the F & S annular bearings, which are used on the most expensive cars in the world. The gear and crank casings are of pure aluminum. The control is in the center. The front axle is a drop forged I-section fitted with the finest Timken bearings. The rear axle is full floating, also fitted with Timkens. The frame is of pressed steel with a double drop. Tires are 34 x 4. It is equipped

with a Bosch magneto. Body is of dark Brewster green, ivory striped. All of the bright parts are heavily nickel plated. Lamps are finished in black enamel and nickel. If you wish, we will equip this car with a self-starting system for only \$20 additional. Our starter is the simplest and safest on the market. It starts the car ninety-nine times out of a hundred and a child can work it.

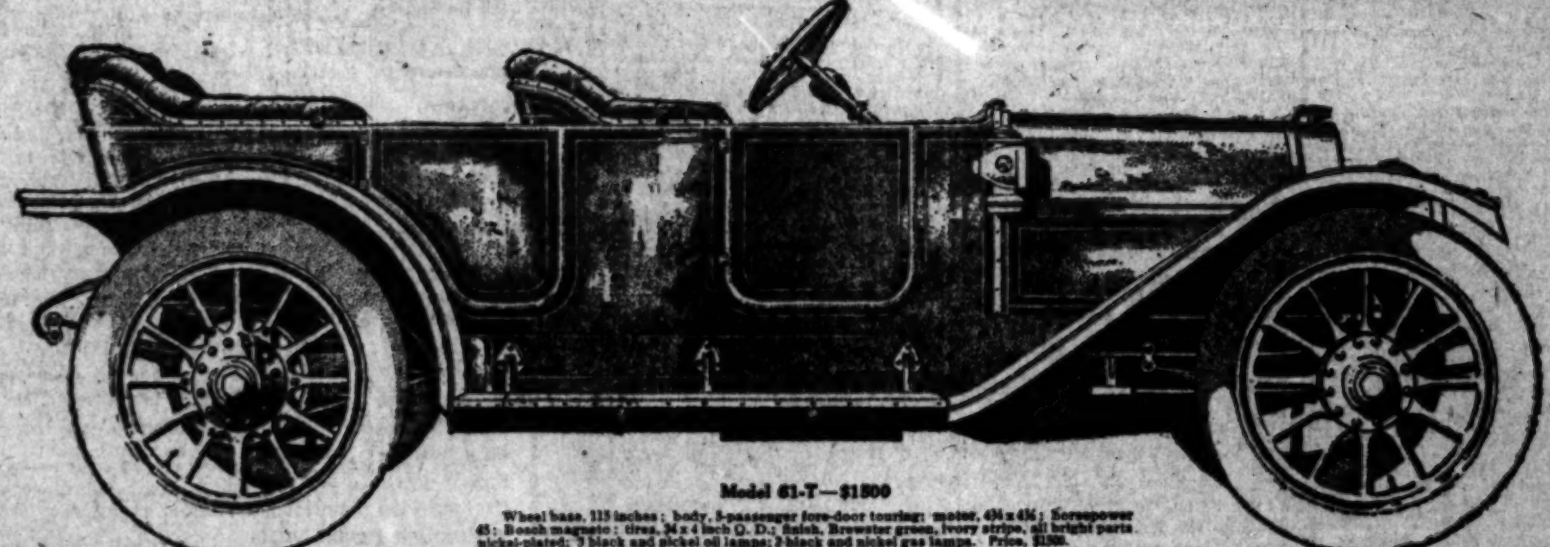
This brief synopsis of the specifications gives you the main facts covering this \$1500 car. A car of any other make, with like specifications, cannot be found for less than \$2000.

Right now the Overland is outselling any other similar car in the world. Would this be possible if we did not give more car, and a better car, for less money than any other maker in the industry?

By all means see this car before you buy. It surely should not take much to convince you that the purchase of a car for \$1500 which generally sells for \$2000 is good business. And we can prove by a point for point comparison that our \$1500 car is the part for part equal of any \$2000 car in America. It will give you the comfort, speed, power, seating capacity, service and wear.

Write us, or ask our dealer, for a big free catalogue, which gives you all the facts and specifications of not only this car, but the entire Overland line. You can see this car at once at the address below.

The Willys-Overland Company, Toledo Ohio
J. W. LEAVITT & CO., Distributors, 1212 South Olive Street



Model 61-T—\$1500

Wheel base, 115 inches; body, 5-passenger four-door touring; motor, 45 x 4 1/2; 5-cylinder; 45 horsepower; Bosch magneto; tires, 34 x 4; 4 wheels; 3 speeds and reverse; heavy steering; all bright parts nickel-plated; 3 black and nickel oil lamps; 2 black and nickel gas lamps. Price, \$1500.



MOTOR CARS

THE list of prominent Americans who own one or more of these cars is almost a copy of the Blue Book. It comprises the most distinguished men and women in the country. For example, the Garford is owned by more important railroad executives than any other car made. James J. Hills owns a Garford.

And incidentally the railroad man is an excellent judge. By the very nature of his training he is accustomed to insisting on accuracy. Things with him must move swiftly, surely and safely. He has a most practical mind. He knows mechanical values. And when he makes a purchase that concerns his family he generally gets the very best.

Good proof of the Garford's standing is the long list of well known Gar-

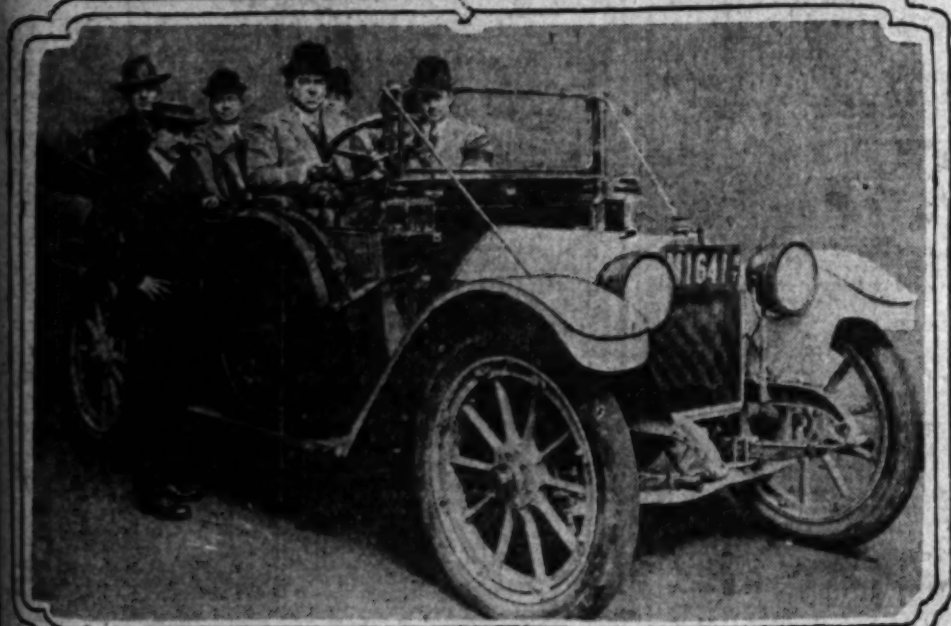
ford owners—men and women of international reputation. We will be glad to send you this list. You'll know most all of them. More than likely there will be some in your own city.

The Garford is made with both four cylinders and six cylinders. We have a very handsome book that fully describes the complete 1912 line. Write for a copy.

Los Angeles

LORD MOTOR CAR CO.

Pasadena



Silent Knight Builder at the Wheel of His Own Stearns Car.

Y. Knight at wheel; W. Arthur Lesser, manager Stearns New York branch, beside him. In tonneau, left to right, L. B. Kilbourne, Knight's partner; F. E. Lonsa, Knight's American representative; W. Owen Thomas, Knight's American engineering representative; beside car, Henry H. Hower of F. B. Stearns Company.

Many Mack Men.
Manager Connie Mack of the Philadelphia American League Baseball Club has announced the players, new and old, he will take to San An-

tonio for spring practice. One team will leave February 19 and will include Catchers Egan and Kilbuck, Pitchers Danforth, Pike, McClary, Jensen, Bonner, Brown, Gipe, Houck,

Long Russell, and Salmon. Infielders Derrick, Piper and Chase. Outfielders Strunk, Maggart and Emerson. The other team will leave March 4.

ly Depart-
e has been
ds are dis-
ou even in
p a smok-

nt of
Res
most
is?

he tire? Are
me to your
ou inner tubes
?
ose of you
trouble with
new Arrow
expressly for
guaranteed
heavy and
e can obtain.
s wrong we
place it. No
ing it up with
will make it
tee is more
st.

on
Tubes

- \$2.70
- 2.95
- 4.00
- 4.15
- 4.25
- 4.50
- 5.45
- 5.55
- 5.60
- 5.70
- 5.75
- 5.90
- 6.60
- 7.40
- 8.90

the Name Insures
The Quality



running
automobile.

model
T-1-28-12

Southern California
Distributors

en & Bluett
thing Co.
Highway and Sixth Street
QUALITY STORE.

TWO WONDERS READY TO GO.

Kilbane and Coulton Are to
Train at Venice.

Johnny Says He Will Be
There for Abe Attell.

Conley Is Already at Work
at Doyle's Camp.

BY R. A. WYNNE.

Two of the greatest little fighting machines in the world walked in to the fight headquarters yesterday morning and arm in arm announced that they were in Los Angeles to stay until the supply of suitable fighting material had been eliminated.

They were Johnny Kilbane, the splendid little featherweight who is the challenger of Abe Attell for the featherweight championship of the world, and Johnny Coulton, the world's champion of the bantamweight, who will meet Frankie Conley for the title, February 2.

The two little fellows looked the picture of health and abounding vitality. Kilbane was especially alive with life and Coulton, who is of a quieter disposition than Kilbane, merely smiled and said that he was ready to enter the ring within an hour's notice to defend his title.

A crowd of the sporting fans and youthful hangers were overrunning the place. Kilbane had surrounded himself with a host of friends during his last visit here when he cleaned up the featherweight supply of Southern California and put Joe Rivers sound to sleep during a friendly set-to at Venice.

There is a great friendship existing between Kilbane and Coulton which dates back several years. Each of the young fellows was filled with good words for his friend.

GLAD TO RETURN.

"Gee, but it's great to get back to Los Angeles," said Kilbane yesterday, "especially at this time of the year. When I left Chicago it was bitter cold and we were forced to keep indoors or go about wrapped up like mummies and here the sun is shining and the air is like summer. I made so many good friends the last time I was here that I look upon Los Angeles as my home, next to Cleveland."

"I have been waiting a long time for a chance at Abe Attell, as I believe that I won in our contest in Kansas City. I was never better in my life than at present and I feel confident that I can defeat Attell February 22."

Coulton was quieter and said that he was in splendid condition and needed but a few days' training to acclimate himself here and he would be willing and ready to go as far along the Pacific coast as Frankie Conley desired.

After spending about an hour about fight headquarters gossiping, Coulton and Kilbane left together for Venice. They will train together, each giving the other the benefit of their gymnasium experience.

They have taken Shaw's gymnasium as their quarters and yesterday afternoon, shortly after they arrived at the beach, Coulton went to work with a will as he has only one week before he meets Conley, the toughest nut in the bantam division.

KILBANE TO START TODAY.

Kilbane will be ready to start training today. He will go light for about one week and will then settle down to the hard grind of the training camp.

Frankie Conley is hard at work at Doyle's Camp, and plans to be ready for the fight of his life next Saturday afternoon at Venice. He has always claimed that he was the master of Coulton and that he should have won the New Orleans match when he lost the championship and this time he means to make a terrific attempt to regain his lost title.

Abe Attell, the little wizard of the ring, is due to arrive in Los Angeles the first of the week and will probably take up his training quarters at Doyle's Camp. Attell is never in a hurry to start training as he claims that he always keeps himself in condition to fight at any moment.

COAST SWIMMER HAS GREAT AMBITIONS.

(BY A. P. NIGHT WIRE TO THE TIMES.) SAN FRANCISCO, Jan. 25.—Walter Pomroy, the Olympic Club swimmer, who has made all the open-water records here he thinks worth going after, has announced his intention of trying the English Channel with a view to beating the time made last fall by William T. Burgess.

Pomroy is the strongest swimmer ever developed locally, and has crossed the Golden Gate and the bay at its widest point. Last New Year's Day he accomplished the daring feat of swimming around the Seal rocks in the ocean beach.

Player In Wrong.

CINCINNATI, Jan. 27.—(By A. P. Night Wire.) Edward Schenbach, manager of the Syracuse baseball team last year, was committed today to a detention hospital. He is suffering with the hallucination that he is constantly at a ball game and continually cheers for the home team and coaches the players.

Match for Ritchie.

ST. LOUIS, Jan. 25.—(By A. P. Night Wire.) Harry Trendall left late last night for Pittsburgh, where he will fight Willie Ritchie, the Chicago "bearcat," on the night of February 2. They were signed to go ten rounds. Ritchie is the boy who fought a draw with Freddie Welsh in Los Angeles. Trendall is a local lightweight.

New Jump Record.

STOUGHTON (Mich.) Jan. 23.—(By A. P. Night Wire.) Sigurd Hansen of Ferguson, Pa., Minn., today broke the hill and record at the annual Stoughton Hill tournament when he made a jump of 141 feet, as compared with the previous figure of 135 feet.

Reulbach Signs Again.

CHICAGO, Jan. 25.—(By A. P. Night Wire.) Ed Reulbach, Reulbach, on whom President Murphy of the Chicago National, asked waivers and whom Murphy threatened to sell to a minor league club, today signed a contract with Murphy today at the pitcher's own terms.

FISH, AIR HERO.

(Continued from First Page.)

do the spiral was dressed in a white sweater and a dark green skirt, while over her yellow head was a white hat. At the start when leaving the ground the aviator toyfully plowed the front of the wheel in the ground in a frantic effort to arise in the air. Then she dashed through the air at a terrific speed and amused the crowd by leaning out from one side to the other in an apparent desperate effort to guide the aircraft. Once the aviator sped low over the bluff and fooled the crowd and the official Simplex car, which rushed to see if an accident had occurred.

Landing in the center of the field after the clownish performance, the yellow-haired girl bowed to the laughing crowd. Blanche Stuart Scott, the girl aviator, then appeared on the scene to greet her rival and, pulling the wing from the aviator's head, exposed the daredevil Lincoln Beachey.

In spite of the heavy gale, no accidents marred the day's events. L. E. Holt, in a Curtiss airplane belonging to H. V. Becker, was trying to qualify for his pilot's license when a throttle wire broke and he was forced to shut off his motor when fifty feet high and plunged to the ground north of the field.

Although he plunged to the earth at the rate of ninety miles an hour, he made a successful landing.

OLIVER MAKES GOOD.

The big crowd witnessed the successful test of the Wright glider by Phil O. Parmelee. Glenn Martin carried the mail to Compton and for the first time the aeroplane, guided by Cliff Turpin won from the automobile, horse, motorcycle and man in the handicap race.

Lincoln Beachey, the wonderful star of the meet, of whom California is proud because he is a native son, pierced the high altitude and reached 1500 feet, the record for the day. He was loudly cheered when he volplaned to earth. Martin went up to an altitude of 1000 feet and Parmelee to 750 feet.

W. B. Atwater, who was anxious to try for the world's endurance record, was not able to sail on account of engine trouble.

Lincoln Beachey won first time in the five-mile handicap race with a record of 7m. 13 4-5s. Phil Parmelee was second, 7m. 40s.; William Hoff, third, 7m. 1 1-4s.; H. P. Kearney, fourth, 7m. 23 4-5s.; Hillary Beachey, fifth, 7m. 3 3-5s. Martin was disqualified for exceeding the speed limit allowed.

In the free-for-all contest Lincoln Beachey was first, 7m. 28 1-5s.; William Hoff second, 7m. 35 3-5s.; and Parmelee third, 7m. 50 3-5s.

Howard Gill, who was painfully injured when his airplane turned turtle on a back wire fence Friday night, was reported as recovering yesterday evening.

COMISKIEY TO TRY

NEW BATH SCHEME.

(BY A. P. NIGHT WIRE TO THE TIMES.) CHICAGO, Jan. 25.—A Turkish bath and lounge room for the players are new features being added to the clubhouse at the American League park, here.

Both will be in readiness when the players return from their spring pilgrimage. President Comiskey expressed the opinion, last night, that the installation of these innovations will give his team an advantage over any other team in the big leagues.

Powers Gets Busy.

CLEVELAND, Jan. 27.—(By A. P. Night Wire.) John T. Powers, promoter of the proposed Columbian Baseball League, will go from here to Chicago tonight to place a club.

No-Rim-Cut Tires

(10 Per Cent Oversize)

Last Year's Sales

409,000 Tires

Consider that fact, Mr. Tire Buyer. Enough of these tires sold last year alone to completely equip 102,000 cars.

More sold in one year than in the previous 12 years put together.

Think how tire users—by the tens of thousands—are coming to these patented tires.

That, Mr. Tire Buyer, is the result of experience. Men have proved that these tires cut their tire bills in two.

Men want oversize tires—want tires that can't rim-cut—when they cost no extra price.

By far the most popular tire today is the Goodyear No-Rim-Cut tire.

127 Leading Makers Adopt Them

We have contracts this year for Goodyear tires from 127 leading motor car makers.

We had 44 in 1910.

We had 64 in 1911.

Note how motor car makers—the men who know best—have come to these premier tires.

The demand from users, in the past two years, has increased by 500 per cent.

800,000 Sold.

Men wisely waited, when these tires were new, to watch the results of experience.

But today, there are tens of thousands of motor car owners who know what these tires will do.

Over 600,000 have been tested out. And the verdict is this:

More Goodyear No-Rim-Cut tires are sold than of any other tire in existence.

That answers all questions.

Men who now cling to old-type tires simply don't know the new.

The Saving.

No-Rim-Cut tires make rim cutting impossible.

Moreland Distillate Motor Trucks Spell Economy



We Save 60% of Fuel Cost.

We Guarantee Service.

Visit Our Factory and Convince Yourself.

Moreland Motor Truck Co.

Factory N. Main and Wilhardt

Los Angeles, Cal.

There, a league meeting will be held at St. Louis, February 15. Matt Hinkel, the local backer, contracted today to deposit \$10,000 as a guarantee that he will provide a team.

WHY HOGAN WAS SORE

ON THE NEGRO PUG.

The late Malachy Hogan once referred a bout between two negroes, one of whom, after receiving a light punch on the jaw, lay down and showed no disposition to resume hostilities.

"One, two," counted Hogan. "Get up out of that," he added to the prostrate son of Ham. The fallen one never moved. "Three, four—mind, if you quit, Rastus, you don't get a cent," argued Malachy. There was no reply. "Five, six—come on, you cur, cut out the yellow," expostulated the referee. The con opened one eye, and leered up at Hogan.

"Yo" can done count all night, Mistah," he said emphatically, "but Ah isn't goin' to run mah face again no more such scumious treatment."

Hogan turned and beckoned to the seconds. "Take him away from here," he said disgustedly. "It's wasting my breath I am, conversing with him. I might as well be singing grand opera to a jackass."

Beach Combers Win.

In a fast and exciting game of basketball Saturday afternoon Huntington Beach High School defeated Whittier High at the beach courts by the score of 25 to 17. The game was furiously contested from the start. The Quakers started out with a rush and were in the lead 11 to 7 at the end of the first half. The beach lads came through in the end and won by the above score.



OLDSMOBILE "AUTOCRAT" ROADSTER.
50-H.P. Engine 5x5; Tires 39x5.
Price, f.o.b. factory \$3500

Taken from "AMERICAN VANADIUM FACTS," for Jan. 1912
"Olds Motor Works, Lansing, Mich.

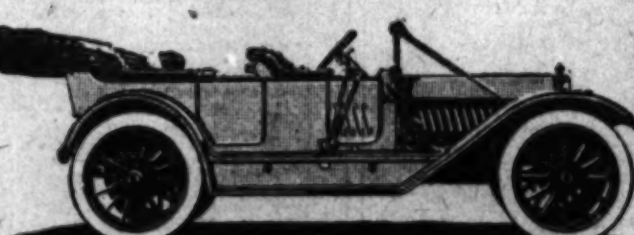
"The following parts of last season's series of the Autocrat and Limited models were made of Vanadium Steel, and the results, both during the process of manufacture and in actual service were phenomenal. This season's series of Autocrats and Limiteds, being respectively four and six-cylinder cars, carry the same parts made in Vanadium Steel. Mr. W. J. Mead, Vice-President and General Manager, writes that Vanadium Steel has stood the rigid Oldsmobile test, and that for this reason the Oldsmobile will continue to be a Vanadium built car. The Vanadium Steel parts are as follows:"

- Transmission sliding bar shifting lever.
- Transmission drive sleeve.
- Gear universal joint.
- Sleeve universal joint.
- Transmission countershafts.
- Transmission main shafts.
- Transmission reverse gear shaft.
- Transmission third speed gear on countershaft.
- Transmission second speed sliding gear.
- Transmission low speed sliding gear.
- Transmission high and third speed sliding gear hiba.
- Transmission low speed gear on countershaft.
- Transmission reverse gear.
- Transmission countershaft driven gear.
- Transmission second speed gear on counter shaft.
- Steering gear lever ball.
- Steering gear worm.
- Steering gear worm wheel.
- Motor starting crank jaw.

New series of all types of Oldsmobiles now on exhibition.
Demonstrations by appointment.

Oldsmobile Co. of California INC
1205 So. Olive Street Los Angeles, Cal.

P5647. Main 3130.



OLDSMOBILE "LIMITED" SIX-SIXTY
Engine 5x6; Tires 43x5; price, f.o.b. factory \$5000

These Large Wheels Make This the
Easiest-Riding Car Ever Built.



YOU are asked to buy a
Ford Model T car, not
because it is a cheaper car,
but because it is a better car.

Better, because it has the
lowest purchase price and
running cost per mile per pas-
senger of any five passenger
motor car in the world.

Better, because of Vanadium
Steel Construction, which
means the most in strength,
most in durability, most in
personal safety.

Better, because it is the sim-
plest motor car in design
and the easiest and most re-
liable in control.

Better, because of its rela-
ble, high quality in construc-
tion and low cost in opera-
tion.

Better, because it is the light-
est weight 4 cylinder motor
car in the world, size, power
and capacity considered, 60
pounds to the horse power.

It takes power to move weight and power
costs money. If weight is an advantage in
a motor car, why don't the manufacturers
of heavy cars explain this advantage?

Ford Model T—the one car
that is sold fully equipped
with Top, Automatic Brass
Windshield, Speedometer,
Ford Magneto built into the
Motor, two 6-inch Gas Lamps,
Generator, three Oil Lamps,
Horn, Tools. Immediate
delivery.

- Ford Model T Touring Car, 4 cylinders,
5 passengers, fully equipped, f.o.b.
Detroit, \$690
- Ford Model T Torpedo, 4 cylinders,
2 passengers, fully equipped, f.o.b.
Detroit, \$590
- Ford Model T Commercial Roadster,
4 cylinders, 3 passengers, removable run-
ning seat, fully equipped, f.o.b. Detroit,
..... \$590
- Ford Model T Town Car (Landau),
4 cylinders, 6 passengers, fully equipped,
f.o.b. Detroit, \$900
- Ford Model T Delivery Car, capacity 750
pounds merchandise, fully equipped,
f.o.b. Detroit, \$700

Different bodies built on the ONE
Vanadium Steel Chassis.

Write us direct for booklet, "Ford Factory
Facts." Address Department X.

Ford Motor Company
DETROIT.

Ford Branches in all principal cities
and Ford Dealers everywhere.

Los Angeles Branch:
12th and Olive Streets

FURNITURE 10c A BUTTON—\$1 A
Dutchess Trouser

At
CASH OR CREDIT
Los Angeles Furniture Company SILVERWOODS

I REGRET TO REPORT THAT I FORGOT TO CUT LOOSE !!

- P.S. -
(PRETTY SONA!)

Gale

Every Car Nickel Trimmed.
Self Starter and Electric Lights, \$85 Extra.

W. J. Burt Motor Car Co.
10th and Main Sts.

to buy a car, not a better car. It has the price and power per passenger world. Sodium, which strength, most in the sim- design most re- its relia- construc- n opera- the light- motor e, power lered, 60 e power. and power advantages in equifiers tage? one car equipped ic Brass drometer. into the s Lamps, Lamps, mediate

\$690
\$590
\$590
\$900
\$700

the ONE

Ford Factory
X.

Many

ncipal cities
here.
anch:
streets

BUTTON--
Chess Tr
At
VERWC



Johnny Coulon, Pugilist

Heavyweight champion of the world who arrived here late Friday night to fight Frankie Conley at the Vernon arena next Saturday.

MARATHON OF L.A.A.C. IS HIT.

FOURTEEN MILE COURSE WILL END AT BOVARD.

Race scheduled for Washington's birthday already has seven entries and will prove great training stunt for "Times" event in April—Last Lap on Track.

BY OWEN R. BIRD.

The Los Angeles Athletic Club Marathon, which will be held February 22 from Venice to Bovard Field in this city, bids fair to be one of the greatest of the annual runs held by the club. The entry list has only been open for two days and already seven of the long-winded young men of the South have signed up. It begins to look as though the city of Los Angeles had gone crazy about the cross-country running thing.

The L.A.A.C. road race will in no way interfere with the Times Modified Marathon, which takes place April 28, but will serve to stir up interest in the new feature started by the publisher. The managers of the L.A.A.C. race think that all the men who make a showing in the Venice race will enter the Times race.

The course of the race this year is slightly different from the course in the past, in that it will start from the beach and will end at Bovard Field, where the annual A.A.U. championship meet will be going on. The course is an even fourteen miles long and there is very little up grade, so the time of the race should be near that made last season by Dark Horse Peter George. Owing to the fact that the finish will be at Bovard Field, instead of at the club, the runners will take two laps around the track, thus finishing out the full course of the race.

This is the first time since the event has been started that it will finish at a place where the public will get a chance to see what a real cross-country race is. There should be near 1000 people on the bleachers and all will take a keen interest in the race as they struggle through the last half-mile of the fourteen. Here is the place for the thrills.

The race will be started at about 11:30 from the Venice Country Club and will probably finish at Bovard Field at 1:30 or 1:45. The course of the race is as follows: Starting

THE TIMES Modified Marathon April 20, 1912, Course 12 Miles

ENTRY BLANK.

Name Age
Club or Unattached
Address Street City
State Phone

NO ENTRY FEE REQUIRED FOR THE RACE.

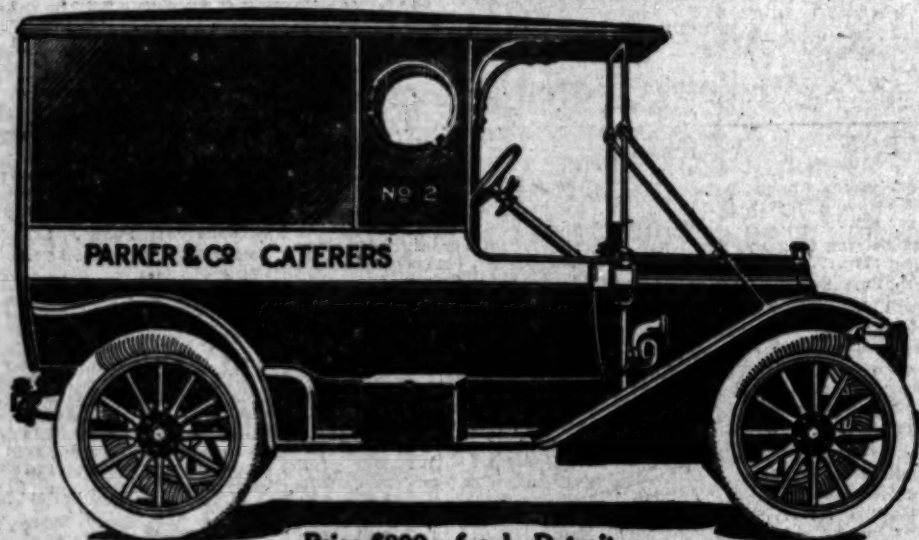
Entry blanks to be filed with H. H. Eling, Secretary of the Board of Directors, 483 S. Spring St., or with The Times Sporting desk, Los Angeles.

Race to be held under the auspices of the A. A. U. of the United States, and all contestants must be regular amateurs. If not a member of the A. A. U. join before the day of the race and give number of registration.

Time filed to be left blank.
Number to be left blank.

Flanders "20" Delivery Car

A Studebaker Body on the Famous Flanders "20" Chassis



Price \$800—f. o. b. Detroit

ARE you one of the merchants who have concluded that the day of the delivery car is here? Have you been convinced that the enterprising dealer horse delivery is a thing of the past? We hope so. The deeper you go into the problem, the more clearly you will see it.

Prestige and lowered costs have had their say and they are what count. Efficiency—that's the story. Whether you are a small dealer or large, the question is coming right up to you. Which shall it be—Horse or Automobile? Have you realized that on the face of it the case is all in favor of the automobile, not the horse? A car is faster, stronger and tireless. Settle the cost question, and there is no argument.

We want you to consider this; you must consider it, for your competitor surely will. This isn't our belief alone. You merchants have told us the same story many times. "But," said you, "where is the car we want? One car is cheap in price and quality. It has only two speeds; repair bills are too high. Another is better but costs more and is no larger. We need a delivery car. But where is the right car?"

The Flanders "20" is Ready

Today you have your answer. The Flanders "20" is the car. In it are combined handsome appearance, economy and all service at a fair price. The Flanders "20" is everything a delivery car ought to be. You need it. And when you buy it, you are going to be immensely satisfied.

The unique distinction of this car is that in it are combined the brains of two great divisions of the Studebaker Corporation. The body is the product of the great South Bend works where the best delivery bodies in the world have been made for years. "Studebaker" means the best and the whole world knows it.

The chassis is the famous Flanders "20." Put it to the test and it will stand up. The automobile man does not live today who does not know that the Flanders "20" is one of the best buys in the market.

That's a great combination! A Studebaker body, a Studebaker-Flanders chassis! Where else will you find such skill built into a delivery car?

Appearance and Power of Flanders "20"

When the South Bend experts designed the body they made it strong, simple, spacious. They discarded the ugly "camel back" effect of competing cars. What use was that? They built a car of straight lines and obtained at once ample room and the best looks on the street. Then they finished the body with all the skill which the name Studebaker implies. A rich, deep green, with cream panel, finished like a coach. No wonder it is a good car. The merchant who owns one can be certain his customers know he has the handsomest car out.

Then for power there is the famous Flanders "20" chassis. A stock Flanders "20" Touring Car—the same chassis—took up more than 1000 lbs. load last autumn and drove 1200 miles from Seattle, Wash., to Hazelton, B. C. The oldest settlers said it couldn't be done. No automobile, no wheeled vehicle had ever made the trip. For hundreds of miles the route lay over the roughest forest trails and for a long distance not even a horse had ever been before. The car pulled through bogs, morasses made worse by heavy rains, overcame the roughest forest trails and finally won. For many miles of the worst going the breaking of a single part must have meant failure of the trip. Yet that car pulled over 500 miles on low gear, carried its enormous load and proved once for all that in stamina and sheer bull-dog courage the Flanders "20" hasn't a superior at any price.

The Car's Record

We have lived with this Flanders "20" since the day it was put on the market and people said the car couldn't be what we claimed and yet sold for \$800. Today our owners not only believe in the car, they know it through and through, and they "boost" it. Go from Maine to California and ask anyone of them. Then try any country on the globe. For during November practically 37% of all U. S. foreign automobile exports and 50% of all American cars exported to Australia and the British Isles were Studebaker cars.

The car's record is an open book. It is powerful, economical and trustworthy. In addition, the Delivery body can be removed and the Touring Car body put in its place in a few minutes. They are interchangeable.

Remember this. We believe you are going to buy a delivery car and we know the Flanders "20" is the one big value. It is a Studebaker product. It is worth your money. Price, \$800.

Questions of maintenance cost—every little item—will interest you. These, together with our full guarantee and honest study of your peculiar problems, we will be glad to go over with you in detail. Our first run on the cars is limited and for prompt delivery we advise quick action. Ready Feb. 1st.

PARTIAL SPECIFICATIONS

Powerplant—20. Transmission—Selective. Three speeds forward, one reverse, giving ample power and speed under all conditions. Wheel Base—107 inches. Body Descriptions—Full padded, handsomely finished body, flush on the right side for the protection of the driver. Flat glass windows on each side of seat and in each rear door. Inside Body Dimensions—Wide, 43 inches. Long, back of seat, 49 inches. High, 53 inches.

Send for Folder

Studebaker Corporation

E-M-F Factories - Detroit, Mich.

STUDEBAKER CORPORATION WHOLESALE BRANCH

1620-24 EAST SEVENTH ST.
LORD MOTOR CAR CO., 1032 So. Olive St.
MAIN 5740 HOME 10845

best individual performer and carried away three cups.

The trophy for the team scoring the largest number of points, which is now in the possession of Los Angeles High, is a perpetual challenge cup, donated by W. H. H. Fowler, '06, who founded the Intercollegiate association. The Sigma Sigma and Bittner cups, also held by Los Angeles High, go to the winning team. These latter trophies are to become the property of the school winning them three times.

To the team taking the second highest number of points is awarded the Thiele cup, which is now held by Orange High. Kelly alone won the trophy, beating entire teams such as Oakland High. The Quadrangle Club cup for the best individual performer is held by Kelly, who also possesses the Encina Club cup for the best work in both track and field competitions.

In addition to the cups the association will award gold, silver and bronze medals to the place winner in each event.

CHESS NOTES.

The World's Chess Championship: A comedy in four acts. Dramatic personae: Dr. Lasker, nominal champion; Senor Capablanca, actual challenger. Scenario: Germany, America, with colorings of Russia and Argentina. Time, present century. Act I—Germany. Capablanca challenges Lasker to a match for the title. Act II—America. Two months later. Lasker proposes giving Capablanca one chance in five to win, champ not flashing even stage money. Act III—America, month later. Capablanca demands even chances, best man to win. Act IV—Germany, month afterward. Lasker refuses to play. The above production might have been staged in one-night stands, according to the footwork of the champion, while the interest kept up, but it is now a question whether the production would draw with the Teuton, assuming a star part. A cable dispatch from Berlin at the expense of the press states that Lasker has indignantly refused to meet the

Cuban for the championship. This decision not only deprives Capablanca of the chance of winning the championship, but prevents his taking part in the Spanish International tournament, which he cannot enter at this late date. The young Cuban-American, who is a member of the United States and Canada, in accordance with plans held in abeyance during pendency of the late negotiations. It is probable that his visits may be extended to Los Angeles and San Diego, where plans are maturing for his reception. A. G. Pearall has won the chess tournament of the Cabrillo Club of San Diego. The scores made are not at hand, but the last report from the club showed a clean lead of four games for Pearall. That industrious amateur is also playing twenty-three games simultaneously by correspondence, to which advantageous practice his late club achievement may partly be credited. The club has started another tourney in which Max Kruger, a former Los Angeles player, has succeeded in winning two out of four games with Dr. H. Stephen Smith, president of the club, and one of its strongest players. The chief prize is the "Stough trophy"—a fine set of chessmen.

Mitchell

REMEMBER THIS: The horse-power of the motor is fully as important to the buyer as the horse-power of the motor is to the car. If both go back on you at the same time, you're in "hot water," as the Swedes say.

\$1500 Is the Top Price now for 4-Cylinder Cars

—If You're Paying More Buy a "Six"

In another season there will be the greatest scramble to get into the Six Cylinder "Bandwagon" you ever saw. We're on the verge of universal adoption of the Six Cylinder motor. We're in "the ripening stage" of this auto-power evolution. As is always the case, some folks move faster than others. Mitchell's have always been resourceful and reliable. They believe that what is worth doing is worth doing well and doing it first. They have wrought this belief into a time-proven six cylinder, five passenger model, equipped complete, which sells in Los Angeles for \$1500.

For this season, they have put the ultimate of four cylinder value into their Five passenger model at \$1100, because they realize this model must represent the maximum of efficiency in a four cylinder car.

Careful buyers who can pay more than \$1100, will insist upon, and can procure, a Six.

The picture below shows the Five Passenger, 4 Cylinder, completely equipped car, with top. The car you buy has also a glass front, speedometer, etc. \$1100.

Take the advice of a dealer who sells both fours and sixes. Do not be overinfluenced by the prejudice of fellows who sell only one type.

GREER-ROBBINS CO.

1501-1505 So. Main St.

Phones 1522, 1523, 1524, 1525, 1526, 1527, 1528, 1529, 1530, 1531, 1532, 1533, 1534, 1535, 1536, 1537, 1538, 1539, 1540, 1541, 1542, 1543, 1544, 1545, 1546, 1547, 1548, 1549, 1550, 1551, 1552, 1553, 1554, 1555, 1556, 1557, 1558, 1559, 1560, 1561, 1562, 1563, 1564, 1565, 1566, 1567, 1568, 1569, 1570, 1571, 1572, 1573, 1574, 1575, 1576, 1577, 1578, 1579, 1580, 1581, 1582, 1583, 1584, 1585, 1586, 1587, 1588, 1589, 1590, 1591, 1592, 1593, 1594, 1595, 1596, 1597, 1598, 1599, 1600, 1601, 1602, 1603, 1604, 1605, 1606, 1607, 1608, 1609, 1610, 1611, 1612, 1613, 1614, 1615, 1616, 1617, 1618, 1619, 1620, 1621, 1622, 1623, 1624, 1625, 1626, 1627, 1628, 1629, 1630, 1631, 1632, 1633, 1634, 1635, 1636, 1637, 1638, 1639, 1640, 1641, 1642, 1643, 1644, 1645, 1646, 1647, 1648, 1649, 1650, 1651, 1652, 1653, 1654, 1655, 1656, 1657, 1658, 1659, 1660, 1661, 1662, 1663, 1664, 1665, 1666, 1667, 1668, 1669, 1670, 1671, 1672, 1673, 1674, 1675, 1676, 1677, 1678, 1679, 1680, 1681, 1682, 1683, 1684, 1685, 1686, 1687, 1688, 1689, 1690, 1691, 1692, 1693, 1694, 1695, 1696, 1697, 1698, 1699, 1700, 1701, 1702, 1703, 1704, 1705, 1706, 1707, 1708, 1709, 1710, 1711, 1712, 1713, 1714, 1715, 1716, 1717, 1718, 1719, 1720, 1721, 1722, 1723, 1724, 1725, 1726, 1727, 1728, 1729, 1730, 1731, 1732, 1733, 1734, 1735, 1736, 1737, 1738, 1739, 1740, 1741, 1742, 1743, 1744, 1745, 1746, 1747, 1748, 1749, 1750, 1751, 1752, 1753, 1754, 1755, 1756, 1757, 1758, 1759, 1760, 1761, 1762, 1763, 1764, 1765, 1766, 1767, 1768, 1769, 1770, 1771, 1772, 1773, 1774, 1775, 1776, 1777, 1778, 1779, 1780, 1781, 1782, 1783, 1784, 1785, 1786, 1787, 1788, 1789, 1790, 1791, 1792, 1793, 1794, 1795, 1796, 1797, 1798, 1799, 1800, 1801, 1802, 1803, 1804, 1805, 1806, 1807, 1808, 1809, 1810, 1811, 1812, 1813, 1814, 1815, 1816, 1817, 1818, 1819, 1820, 1821, 1822, 1823, 1824, 1825, 1826, 1827, 1828, 1829, 1830, 1831, 1832, 1833, 1834, 1835, 1836, 1837, 1838, 1839, 1840, 1841, 1842, 1843, 1844, 1845, 1846, 1847, 1848, 1849, 1850, 1851, 1852, 1853, 1854, 1855, 1856, 1857, 1858, 1859, 1860, 1861, 1862, 1863, 1864, 1865, 1866, 1867, 1868, 1869, 1870, 1871, 1872, 1873, 1874, 1875, 1876, 1877, 1878, 1879, 1880, 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891, 1892, 1893, 1894, 1895, 1896, 1897, 1898, 1899, 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, 1911, 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921, 1922, 1923, 1924, 1925, 1926, 1927, 1928, 1929, 1930, 1931, 1932, 1933, 1934, 1935, 1936, 1937, 1938, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 26

hell

THIS: The horse-race of the day is the one at the track, where you can see the best of the breed.

Top Price Under Cars

Buy a "Six"

The greatest excitement of the season is the one at the track, where you can see the best of the breed. The horse-race of the day is the one at the track, where you can see the best of the breed.

The horse-race of the day is the one at the track, where you can see the best of the breed.

BINS CO.
1501-1505
So. Main St.
Phones (Main 2211, Home 2212)



Aviators Field Use

IS

icant for
NES and
ILES

orne Harris Oil—
ard Gill
Gage
ain Beachy
Scott
Butters for
Greases.

& LYON
Main

GOOD IN A DAY.

GOOD IN A DAY.

GOOD IN A DAY.

GOOD IN A DAY.

GOOD IN A DAY.

GOOD IN A DAY.

GOOD IN A DAY.

GOOD IN A DAY.

GOOD IN A DAY.

GOOD IN A DAY.

SUNDAY MORNING

POMONA MEN IN CONDITION.

Age Brush Alive With Good Strong Athletes.

Bob Sturgis Expected to Shine in Sprints.

Data Filled from First Week in February.

BY OWEN R. HIRD.

The Sage Brush region around Pomona College is alive with the excitement of the coming season. The Pomona men are in the best of condition, and the Sage Brush region is alive with the excitement of the coming season.

The Pomona men are in the best of condition, and the Sage Brush region is alive with the excitement of the coming season. The Pomona men are in the best of condition, and the Sage Brush region is alive with the excitement of the coming season.

The Pomona men are in the best of condition, and the Sage Brush region is alive with the excitement of the coming season. The Pomona men are in the best of condition, and the Sage Brush region is alive with the excitement of the coming season.

The Pomona men are in the best of condition, and the Sage Brush region is alive with the excitement of the coming season. The Pomona men are in the best of condition, and the Sage Brush region is alive with the excitement of the coming season.

The Pomona men are in the best of condition, and the Sage Brush region is alive with the excitement of the coming season. The Pomona men are in the best of condition, and the Sage Brush region is alive with the excitement of the coming season.

The Pomona men are in the best of condition, and the Sage Brush region is alive with the excitement of the coming season. The Pomona men are in the best of condition, and the Sage Brush region is alive with the excitement of the coming season.

The Pomona men are in the best of condition, and the Sage Brush region is alive with the excitement of the coming season. The Pomona men are in the best of condition, and the Sage Brush region is alive with the excitement of the coming season.

The Pomona men are in the best of condition, and the Sage Brush region is alive with the excitement of the coming season. The Pomona men are in the best of condition, and the Sage Brush region is alive with the excitement of the coming season.

The Pomona men are in the best of condition, and the Sage Brush region is alive with the excitement of the coming season. The Pomona men are in the best of condition, and the Sage Brush region is alive with the excitement of the coming season.

The Pomona men are in the best of condition, and the Sage Brush region is alive with the excitement of the coming season. The Pomona men are in the best of condition, and the Sage Brush region is alive with the excitement of the coming season.

The Pomona men are in the best of condition, and the Sage Brush region is alive with the excitement of the coming season. The Pomona men are in the best of condition, and the Sage Brush region is alive with the excitement of the coming season.

The Pomona men are in the best of condition, and the Sage Brush region is alive with the excitement of the coming season. The Pomona men are in the best of condition, and the Sage Brush region is alive with the excitement of the coming season.

The Pomona men are in the best of condition, and the Sage Brush region is alive with the excitement of the coming season. The Pomona men are in the best of condition, and the Sage Brush region is alive with the excitement of the coming season.

The Pomona men are in the best of condition, and the Sage Brush region is alive with the excitement of the coming season. The Pomona men are in the best of condition, and the Sage Brush region is alive with the excitement of the coming season.

FLYING HARD WORK SAYS CLIFF TURPIN.

BY WALTER KINKADE.

"I have been in the motorcycle contests and took part in the automobile races, but aviation is the most intense and nerve-racking of them all," declared Aviator Cliff Turpin, the famous Wright representative, at Dominguez Field yesterday.

"The reason I say it is the most intense is that it requires the most nervous strain of all the time," he explained in answer to a question as to the reason for his statement.

"When a man is up in the air his mind is on his work and he is on a constant strain to properly guide the aircraft, to listen intently every moment for a slight defect in his engine, and to watch his surroundings at all times."

"Then when an aviator is not in the air he is all the time thinking about flying. I always carry five mechanicals around with me to keep my hand in good running order, but I am compelled to do a greater part of the work myself for they do not understand the finer points."

"Flying also requires the maximum amount of physical power at all times while in the air. After I have been up on a flight I return to the earth simply exhausted by the exertion necessary for the flight."

"The well-known fact that aviation is a young man's sport is well exemplified in the case of Turpin, who, although he has been in the flying for some little time, is only 24 years old."

When one learns the ages of the biplanes before the public, those who have retired from the sport and those who have given their lives in furtherance of its scientific advancement, it is seen that practically every one is under the age of 30 years.

"We older fellows are more cautious and do not care to risk our lives as the younger fellows do," was the way a middle-aged citizen put it the other day.

Turpin's home is in Dayton, O., but he expects to go to Palm Beach, Fla., after this meet to enjoy beach life. However, he may decide to remain in Los Angeles and enjoy the breezes of the old Pacific Ocean at our beaches.

MORE SPEED CRIES DAREDEVIL BEACHEY.
BY WALTER KINKADE.

"I have no sensations while cutting figures eight and doing spiral stunts in the air. I am past that stage of the game. I simply know I am all right and have no fear. My life is insured, for if I had insurance that would be acknowledging I had fear."

In these words Aerial Daredevil Lincoln Beachey, spectacular aviator, met at Dominguez Field and der of the third international aviation meet at Dominguez field declared he experienced absolutely no fear while doing his circus tricks.

Beachey flies in any kind of an aerial craft the management arranges for him to use. He declares they give him any old thing and up he goes into the air and begins his daredevil stunts.

The stroph is he is using in the present meet he says is not the type he would choose if he had his pick. It is hard to tell what he might choose, but it is safe to guess it would be an airplane with a high-torque engine he could race at a terrific speed through the air and tilt it until it looked as if he was going to take a somersault.

General Manager Dick Ferris, who has made the present meet a big success, has a unique classification for the different aerial crafts used by the aviators. Beachey's is a racing car, he says, in comparing it to an automobile. Farmale's is a roadster, and the other biplanes have touring cars.

One aviator insists this daredevil has the bird instinct and this is the great reason for his success in the air. Beachey has the sensation of the Chicago aviation meet last year, but it is probable that the record he has made here is the greatest of his career, and greater than that of any living birdman in the entire world.

The speed mania seems born when he is using to pilot an automobile and enjoying nothing better than to take his friends out for a fast joyride. The speed mania seems born when he is using to pilot an automobile and enjoying nothing better than to take his friends out for a fast joyride.

Lexington Beauty Durability Power

Phaeton "45" \$2150

Burkhard-Crippen Motor Car Co.

Pico and Grand Ave., Los Angeles

"The Best Oil for All Motors"

Standard Oil Company

AUTO SAFETY CRANK

The Boston Safety Crank

ADVISE TO VETERANS IN TIMES MARATHON.

Just a word of caution and instruction to the commander of the O.A.R. and others who enter the advanced class—advanced in years—for The Times Modified Marathon.

I wish to correct two erroneous statements—erroneous from my point of view—that have appeared in these columns in regard to what to do on the day of the race.

(1.) "Do not be afraid to get away in front. Get up the distance while you are fresh in a twelve-mile race."

I am well aware that this advice was given to me by a "young blood," who expect to run all the way, not to the "old stagers," who will walk and trot and go-as-you-please with a "get-there-try" gait. But even then physiologically considered, the principle is wrong. While this might apply to a "dash" of 100 yards, or a "get-there-try" gait, it is not applicable to a "dash" of 100 yards, or a "get-there-try" gait.

me)—I propose demonstrating this fact, regarding the last mile, on that eventful 26th of April.

(2.) "Run as far as you can with the mouth shut and then breathe through the mouth."

This is a serious matter. The heart action is regulated by the breathing. The rhythmic action between lungs and heart—about one to four—can be regulated only when breathing through the nostrils; in fact, it is the only safeguard to the heart. Every one knows the disadvantage of talking when one is walking rapidly, or going uphill. Therefore, I would advise my comrades to do no talking on the way, but instead, reserve the energy for the finish—the finish of the race, not your finish.

I know of a printer, who, when in the lead and within sight of the goal, said to his nearest competitor, "I'm getting there." At that moment his companion passed him. That explosion of breath at that critical moment cost him the race. There are only two things of which we are sure in this world—death and taxes.

Take it easy, get with a dogged determination to set an example for the "young bloods" that they shall so live that they may do as well when they reach our age. "Fall in," comrades, and let us make this an old (?) soldiers' race, yet open to any man over 55—unless there are enough men from the various O.A.R. posts to make the one race an exclusive "old soldier" race; not only "the boys is blue," but our brothers, who "were the boys," if they were behind us, comrades, we would probably make better time. Fall in! Attention! vigorously.

WARMAN.
Out-Driven!
Bangs: I had more than a score of rattling good drives in that last medal round.

Stangs: How could you, you ass. There are only eighteen holes. Bangs: How couldn't I? Why, I had six splendid ones at the fifth, alone. (From Golfing.)

MOTOR CAR DEALERS ASSOCIATION DIRECTORY

American-Thomas-Cole-Paige
GRUNDY MOTOR SALES CO., 942 South Olive St. Main 2191, 10847.

Apperson Jackrabbit
LEON T. SHETTLER CO., 633 S. Grand Ave. Home 10167. After March 1, 1912, W. P. Pico, same address.

Autocar
M. S. BULKLEY & CO., N. E. Cor. Main and Washington. Sunset South 4946. Home 22927.

Baker Electrics
STANDARD MOTOR CAR CO., 1001 South Olive St. Bdw. 2963. Home 10457.

Buick
HOWARD AUTO CO., Tenth and Olive. Home 60009. Main 9940.

Chalmers
WESTERN MOTOR CAR CO., 777 South Olive. 10789. Main 3196.

Columbus Electric
Firestone and Warren Cars. California Automobile Co. A4125. Bdw. 3620.

Detroit Electrics
California Electric Garage Company. Electric Vehicles Exclusively. 12th and Olive Sts., Los Angeles. 100 East Union St., Pasadena.

Franklin
R. C. HAMLIN, Twelfth and Olive Sts. Home 60248. Main 404.

Garford
LORD MOTOR CAR CO., 244-F "B." Trucks and Pleasure Cars. Flinders "B." 1032 S. OLIVE ST. Main 5470, Home 10645.

Jackson
"No Hill Too Steep, No Sand Too Deep." 22-M.P. Roadster \$1100 22-M.P. Touring Car \$1200 CHAS. H. THOMPSON, 1012-94 S. Main St. Broadway 1647.

Hupmobile
"Best little car on earth." M. C. NASON, Mgr. A1007. 1019 South Olive. Bdw. 2967.

Kissel Kar
"EVERY INCH A CAR" KISSEL AUTOMOBILE CO., 118 West Pico St. Bdw. 2186; 22886.

Lexington & Marion
Burkhard-Crippen Motor Car Co. Pico and Grand Ave. F4508. Broadway 3991.

Locomobile
LOS ANGELES MOTOR CAR CO., Eleventh and Flower. F2875. Main 5908.

Matheson-Mais Truck
RENTON MOTOR CAR CO., 1230 S. Main St. Main 1008. Home 10799.

Mercer
MERCER AUTO CO., 1217-81 S. Flower St. Home 60151. Main 8650.

Mitchell
GREER-HOBBS COMPANY, 1501 South Main St. Broadway 5410. Home 22813.

National
NATIONAL MOTOR CAR CO., 1180 South Olive St. F4353.

Oakland
Motor Cars—Grabrowsky Trucks. Hawley King & Co., Auto Dept. 1114-1116 South Olive. Home F1045, Bdw. 1823.

Oldsmobile
OLDSMOBILE CO. OF CAL., 1205 South Olive. Main 7853. F5647.

Premier & Reo
PREMIER MOTOR CAR CO., 1127 SOUTH OLIVE STREET. Main 679. F2664.

Pierce-Arrow
W. E. BUSH, 1227-9 South Main St. Broadway 2961. Home 21163.

Pope-Hartford
Wm. R. Russ Automobile Co., Cor. 10th and Olive. Main 7278. Home F60173.

Pullman
MILLER & WILLIAMS, 1140 South Olive St. Broadway 2907. Home F2942.

Regal
BIG 4 AUTOMOBILE CO., 1047-49 SOUTH OLIVE. Home F2533.

Simplex
Shaft and Chain Driven Models, 38, 50, 50 H.P. OSCAR WERNER, 2424-2426 South Olive St. West Coast. Pasadena Blvd. Cal. GOLDEN STATE GARAGE, 1111 W. Pico St. Pasadena Blvd. Cal.

Stevens Duryea
EASTERN MOTOR CAR CO., 825-827 South Olive St. Main 2965. Home F2963.

Stearns-Knight
and OHIO ELECTRIC, SMITH BROTHERS, 742 South Olive Street. Bdw. 2834. Home F4206.

Stutz
Brown-Symonds Company, 1142-44 South Olive St. A2291. Broadway 1344.

Winton
W. D. HOWARD MOTOR CAR CO., 1238 S. Flower St. Broadway 4180. Home F5608.

Times Directory of Automobiles and Accessories

Alco
Trucks and Pleasure Cars Built and Guaranteed by AMERICAN LOCOMOTIVE CO., 1246-S So. Flower. Rand & Chandler, So. Cal. Agents. F2637. Bdw. 3973.

Auburn
TOURIST PARTS. W. J. BURT MOTOR CAR CO., 10th and Main Sts.

Automobiles
AND MOTOR TRUCKS. The One of all standard makes in stock. Largest auto salesmen West of Chicago. Automobile Clearance House Association, 1081-1083 SOUTH BRADWAY.

Bargains
IN TIRES. AUTO TIRE CO., 81st and Olive Streets.

Brush
\$515. IMMEDIATE DELIVERY. The Only One Cent Per Mile Automobile. 1912 South Grand Ave. Phone 22891. See-Drive 5908. Agents Wanted for California Towns.

Cartercar
1912 Models Here. PIPHER BROS. & AUSTIN, Home F3423. 1100-84 So. Main St. Bdw. 1915.

Diamond Tires
All sizes and types to fit any make of car. THE DIAMOND RUBBER CO., 2229-30 S. Main St. Main 2740.

Disco Starter
Disco Pacific Co. Installing Station, 84 South Olive St. F462.

E.M.F. "30"
FLANDERS, 21. Studebaker Corporation, Wholesale Branch, 1820-24 East Seventh St. Phone 6043. Main 5406.

Excelsior
The best and speediest machine in the world. W. W. WHITEHEAD, General Distributor, 800 S. SPRING ST. to A. C. St.

Federal Tubes
Western Rubber & Supply Co., "Quality Auto Supplies." Los Angeles. San Diego.

FIAT
THE WORLD-FAMOUS CAR. PACIFIC COAST MOTOR CAR COMPANY, 1144 South Hope St. Main 2400. Reginald H. Gorman, Sales Manager.

Garage
Pacific Motor Car & Aviation Co., 1217-1281 S. Flower St. Home 60161. Open Day and Night. Main 8808.

Goodyear
COAT COMPANY. Headquarters for AUTO COATS, CAPS and GLOVES. 324 South Broadway.

Great Western "40"
The Great Western Motor Car Co., 1217 South Flower St. Phone 60151. Main 8808.

Halladay
Haynes-K-R-I-T. Haynes Auto Sales Co., 91 L. A. T. W. BROTHERTON, J. H. Mgr., 1217 South Olive St. A1002. Main 5507.

Havens Six & Nyberg
SUNSHINE AUTO CORPORATION, 11th and Figueroa. Bdw. 337. 5947.

Hupp
CORPORATION. YEATS ELECTRICS. R. C. H. Gasoline Cars. Main 8808.

Hudson
HUDSON SALES CO., H. L. Arnold, Mgr. Phones—Sunset Main 878; Home A4734. 1118 South Olive St.

Johnson
TRUCKS—The most truck for the least money. From 1500 lbs. to 5 tons f.o.b. Los Angeles; \$1820 to \$3250. WHITING & MEAD CO., 407 E. Ninth st.

Motor Car Supply Co.
114 SOUTH SPRING ST., LOS ANGELES.

Metz "22"
4-Cylinder, 1912 Roadster with rumble seat and chain seat. LOWN MOTOR CAR CO., 1221 San Pedro St. Tel. South 486.

Miller
QUALITY TIRES. W. D. NEWBERG RUBBER CO., Coast Distributors, 621-621 S. Main St., Los Angeles. Main 6432.

Overland
Pacific Coast Distributors, J. W. LEAVITT & CO., Main 4277. 1212 South Olive St. F4608.

Pathfinder 45
PARRY 35, SPEEDWELL 50. PATHFINDER MOTOR CO., 206-4-10 W. Pico St.

Penn "30"
West Coast Motor Car Co., 1217-81 South Flower Street. Home 60151. Telephone Main 8808.

Rambler
1912-45 South Hope Street. Open Credit, Cash, Bright Line Drive, Big Wholesale and Tires, Spare Parts. All machines Ramblers features. W. K. COWAN, Agt.

Reo
REO-PACIFIC CO., Wholesale Office and Salesroom, 942-46 South Grand Ave.

White
Gas Pleasure Cars and Trucks. WHITE CAR COMPANY, Home 10379. 819-18 South Olive St. Main 8153.

Wilcox Trux
Immediate Delivery. WILCOX MOTOR TRUX CO., OF SOUTHERN CALIFORNIA, Third and San Pedro, Main 622. F4140.

FORD OWNERS, ATTENTION.
Ford Electric headlights put on, \$10.00. Ford Magneto charged, \$10.00. ACME ELECTRIC AUTO WORKS, 1019 South Main. Phone F3260. F. W. Jackson, Prop.

AUTOMOBILE TELEPHONES
AUTOMOBILE EMERGENCY SERVICE CO., 814 S. GRAND AVE. Main 921, Home 4400.

MATTY TELLS HOW.

(Continued from Eighth Page.)

he that every time I throw the fadeaway it takes so much out of my arm. It is a very hard ball to deliver. Pitching it ten or twelve times in a game kills my arm, so I save it for the pinchers.

Many fans do not know what this ball really is. It is a slow curve pitched with the motion of a fast ball. But most curve balls break away from a right-handed batter a little. The fadeaway breaks toward him.

REDOUTABLE BAKER.

Baker, of the Athletics, is one of the most dangerous hitters I have ever faced, and we were not warned to look out for him before the world's series. Certain friends of the Giants gave us some inside information on the Athletics' hitters. Among others, the Cubs supplied us with good tips, but no one warned us against Baker. I was told to watch out for Collins as a dangerous man, one who was likely to break up a game any time with a long drive.

I consider Baker one of the hardest, cleanest hitters I have ever faced, and he drives the ball on a line to any field. The fielders can't play for him. He didn't show up well in the first game of the world's series because the Athletics thought they were getting our signs, and we crossed Baker with two runs on the bases in the third inning. He lost a chance to be a hero right there. The roughest deal that I got from Baker in the series was in the third game, which was the second in New York. We had made one run and the ninth inning rolled around with the Giants leading 1 to 0. The first man at the bat grounded out and then Baker came up. I realized by this time that he was a hard proposition, but figured that he couldn't hit a low curve over the outside corner, so he is naturally a right fielder. I got one ball and one strike on him and then delivered a ball that was aimed to be a low curve over the outside corner. Baker refused to swing at it and Brennan, the umpire, called it a ball.

I thought that it caught the outside corner of the plate, and that Brennan missed the strike. It put me in the hole with the count of two balls and one strike, and I had to lay the next one over very near the middle to keep the count from being three and one. I pitched a curve ball that was meant for the outside corner, but cut the plate better than I intended. Baker stepped up into it and smashed it into the grand stand in right field for a home run, and there is the history of that famous wallop. This tied the score.

MIXING 'EM UP' ON 'CY' SET.

A pitcher has two types of batters to face. One is the man who is always thinking and guessing and waiting and trying to get him in the hole. Even of the Cubs is that sort. They tell me that "Ty" Cobb, of Detroit, is the most likely developed of this type of hitter. I have never seen him play. Then the other kind is the natural slinger, who doesn't wait for anything, and who couldn't outguess a pitcher if he did. In short, the man who, if he had brains of dynamite and then exploded, it wouldn't blow his nose. The brainy man is the harder for a pitcher to face because he is a constant source of worry.

There are two ways of fooling a batter. One is literally to "mix 'em up," and the other is to keep feeding him the same sort of ball, but to induce him to think that something else is coming. When a brainy man is at the bat, he is always trying to figure out what to expect. If he knows, then his chances of getting a hit are greatly increased. For instance, if a batter has two balls and two strikes on him, he naturally concludes that the pitcher will throw him a curved ball, and prepares for it. Big league ball players recognize only two kinds

of pitched balls—the curve and the straight one.

When a catcher in the big league signals for a curved ball, he means a drop, and, after handling a certain pitcher for a time, he gets to know just how much the ball is going to curve. That is why the one catcher receives for the same pitcher so regularly because they get to work together harmoniously. "Chief" Myers, the big Indian catcher of the Giants, understands my style so well that in some games he hardly has to give a sign. But, oddly enough, he couldn't catch Raymond because he didn't like to handle the spit ball, a hard delivery to receive, and Raymond and he couldn't get along together the better. They would cross each other almost perfectly. This explains the loss of effectiveness of many pitchers when a certain catcher is laid up out of the game.

"Cy" Seymour, formerly the outfielder of the Giants, was one of the hardest batters I ever had to pitch against when he was with the Cincinnati club and going at the top of his stride. He liked a curve ball, and could hit it hard and far, and was always waiting for it. He was very clever at outguessing a pitcher and being able to know what was coming. Whenever I pitched against him I had "mixed 'em up" literally handing him first a fast ball and then a slow curve and so on, trying to fool him in this way. But one day we were playing in Cincinnati, and I decided to keep delivering the same kind of a ball that old fast one around his neck, and to try to induce him to believe that a curve was coming. I pitched him nothing but fast ones that day, and he was always waiting for a curve. The result was that I had him in the hole all the time. I struck him out three times. He has never gotten over it. Only recently I saw Seymour, and he said:

"Matty, you are the only man that ever struck me out three times in the same game."

He soon guessed, however, that I wasn't really mixing them up, and then I had to switch my style again for him.

TALKING TO THE BATTER.

Some pitchers talk to batters a great deal, hoping to get their minds off the game in this way, and thus be able to sneak strikes over. But I find that talking to a batter disconcerts me almost as much as it does him, and I seldom do it. Repetition isn't my line anyway.

Bender talked to the Giant players all through that first game in the world's series, the one in which he wore the smile, probably because he was a pitcher old in the game and several of the younger men on the New York team acted as if they were nervous. Snodgrass and the Indian kept up a running fire of small talk every time that the Giant's center fielder came to the plate.

Snodgrass got hit by pitched balls twice, and this seemed to worry Bender. When the center fielder came to the bat in the eighth inning, the Indian showed his even teeth in the chronic grin and greeted Snodgrass in this way:

"Look out, Freddie, you don't get hit this time."

Then Bender wound up and with all his speed drove the ball straight at Snodgrass's head, and Bender had more speed in that first game than I ever saw him use before. Snodgrass dodged, and the ball drove into Thomas's glove. This pitching the first ball at the head of the batter is an old trick of pitchers when they think a player intends to get hit purposely or that he is crowding the plate.

"If you can't push 'em over better than that," retorted Snodgrass, "I won't need to get hit. Let's see your fast one, now."

"Try this one," suggested Bender, as he pitched another fast one that cut the heart of the plate. Snodgrass swung and hit nothing but the air. The old atmosphere was very much soured by bats in that series anyway.

"You missed that one a mile, Freddie," chuckled the Indian, with his grin.

Snodgrass eventually struck out, and then Bender broke into a laugh. "You ain't a batter, Freddie," exclaimed the Indian, as he walked to the bench. "You're a backstop at the can never get anywhere without being hit."

If a pitcher is going to talk to a batter, he must use his man. An irritable, nervous young player often will fall for the conversation, but most seasoned batters won't answer back. The Athletics, other than Bender, won't talk in a game. We tried to get after them in the first contest, and we couldn't get a rise out of one of them, except when Snodgrass spiked Baker, and I want to say right here that this much-discussed incident was accidental. Bender was blocking Snodgrass out, and the New York play had a perfect right to the base line. Sherwood Magee, of the Philadelphia National League team is one of the hardest batters that I ever have had to face, because he has a sure eye, and is of the type of free swingers who take a mad wallop at the ball, and is always liable to break up a game with a long drive. Just once I talked to him when he was at the bat, more because we were "bottled" worked up than any other reason, and he came out second best. It was while the Giants were playing at American League Park last spring after the old Polo Ground had burned. Welchone, the center fielder for the Phillies at the time, hit a slow one down the first base line, and I ran over to field the ball. I picked it up as the runner arrived and had an time to straighten up to dodge him. So I stuck out my shoulder, and he ran into it. There was no other way to make the play, but I guess it looked bad from the stand, because Welchone fell down.

Magee came up to bat next, threw his bat on the ground and started to call me names. He is bad when irritated—tolerably easy to irritate as shown by the way in which he knocked down Finnegan, the umpire, last season because their ideas on a strike differed slightly. I replied on the occasion, but remembered to keep the ball away from the center of the plate. That is about all I did do, but he was more wrought up than I, and hit only a slow grounder to the infield. He was out by several feet. He took a wild slide at the bag, however, and first in what looked like an attempt to spike Merkle. We talked some more after that, but it has all been forgotten now.

To be a successful pitcher in the big league, a man must have the head and the arm. When I first joined the Giants, I had what is known as the "old round house curve," which is no more than a big, slow outdrop. I had been fooling them in the minor leagues with it, and I was somewhat chagrined when George Davis, then manager of the club, came to me and told me to forget the curve, as it would be of no use. It was then that I began to develop my drop ball.

A pitcher must watch all the time for any little unconscious motion he makes as he delivers the ball. If a base runner can guess just when he is going to pitch, he can get a much better start. Ducky used to have a little motion with his foot just before he pitched of which he, himself, was entirely unconscious, but the other clubs got on to it and stole bases on him wildly. McGraw has since broken him of it.

The Athletics say that I make a motion peculiar to the fadeaway. Some spitball pitchers announce when they are going to throw a moist one by looking at the ball as they dampen it. At other times, when they "stall," they don't look at the ball. The big league batter is watching for all these little things and, if a pitcher is not careful, he will find a lot of men who are hard to pitch to. There are plenty, anyway, and, as a man grows older, this number increases season by season.

(Copyright, 1912, by Christy Mathewson.)

Next Sunday Christy Mathewson will sell of "Pitching in a Pinch," an absorbing picture in critical games, and how he got out of it, or was beaten.

While in the East Werner arranged with the factory to build the Simplex racer for the Santa Monica road bet. The big ninety-horse-power car will be turned out by April 1 in time for practice here.

This car is to be finished in up-to-date style and will be stripped to the frame for fast work. Bert Dingley will drive the car, and "Sweet" Swansen the mechanic.

This combination should be hard to beat. Dingley is one of the best drivers in this country. He was in the

running at Santa Monica until the winning car crossed the tape. He has figured as one of the leading men in road racing and is in a class with Harvey Herrick, who is, of course, the champion of champions when we consider road racing.

Swansen has ridden in more first-place cars than any other mechanic in the game. He was on the winning car at Santa Monica and also in the Phoenix road race. He is a heady, plucky little mechanic who knows no such word as fear.

W. H. Carlson, right-hand man for Oscar Werner, pulled off the deal for the sale of the Simplex. He will manage affairs at Santa Monica and then will take charge of the car at Indianapolis. The Simplex is to be equipped with a new model Miller carburetor specially tuned for racing.

STANFORD NOTES.

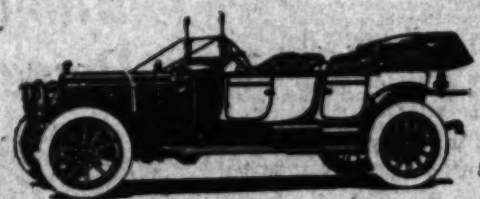
Disasters to accommodate about 700 spectators are to be created at the tennis courts before the intercollegiate journey, which is to be held at Stanford this year. Stanford has proposed to California that the tourney be pulled off two weeks before the big track meet, instead of on the morning of the meet. It is expected that this plan will be adopted.

Johnny Strachan, Ellis Johnson and E. Fottrell, the crack high school players of San Francisco, have been invited to come to the campus and play with the Cardinal racquetists in order to give the Stanford men practice work.

The annual Carnot debate is to be held at California, February 12. T. R. Kittredge, '12, L. E. Goodman, '13, and M. Marks, '14, are to represent California. The Stanford team is to be selected in a try-out Tuesday night.

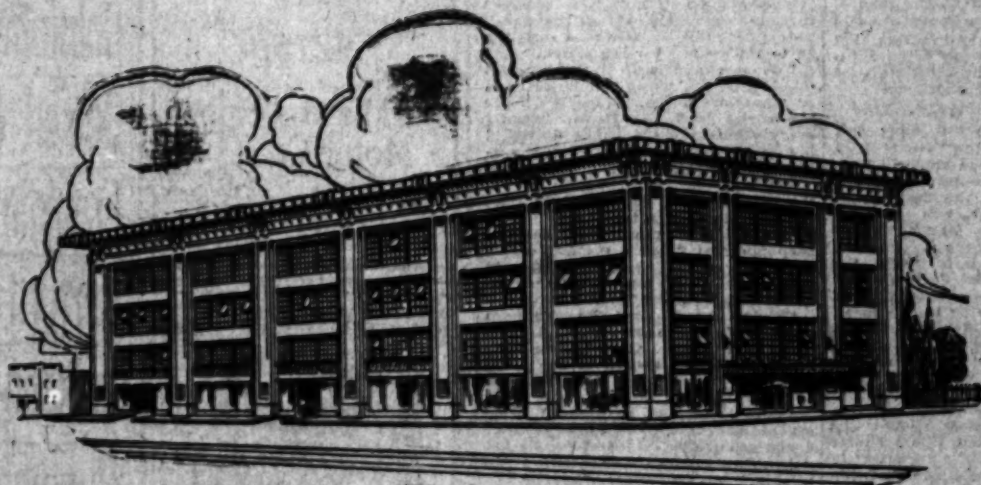
The annual handball tournament for the Storey trophy is to begin next Saturday. About fifty men are signed up for the matches.

DOMINANT!



The 1912 Packard "Six" Phaeton

The Packard Six



"California Service In Daylight Shops"

CALIFORNIA MOTOR COMPANY

EARLE C. ANTHONY

LOZIER

Cars of Quality

Talk to Men Who Know

All the latest Models in stock. Lozier quality lasts for years. If you cannot afford a new car let us sell you one of our used cars that we have taken in exchange.

They are all newly painted and overhauled by our mechanics. One year's guarantee given. The prices are interesting and you will receive the best of service.

One six cylinder Briarcliff. One four cylinder Briarcliff. One four cylinder Lakewood.

The following is a list of other cars taken in exchange which we offer at reasonable prices:

One 40 H. P. Locomobile . . . \$2000.00

One 40 H. P. Garford . . . \$1800.00

One 40 H. P. Overland . . . \$500.00

These cars are fully equipped and in good condition.

Buy your cars from a reliable dealer.

Bekins-Speers Motor Co.

1025 South Olive St.

Grabowsky Service

IF WE could just get you to see how sincere we are on this matter of service; the many things we do for our owners looking towards the most satisfactory service, the desire to give 100 cents worth of value for every dollar expended, we are sure that this fact in conjunction with the inherent merit of the

Grabowsky 4-cyl. Truck for 1912

would form a combination for your interest which you could not resist. We sell this truck and deliver this service not on the basis of "how cheap," but on "how near continuous economical service—100 per cent. satisfaction" we can obtain.

May we call?—Where?—When?

HAWLEY, KING & CO.

Agents So Calif. & Arizona

OAKLAND MOTOR CARS—GRABOWSKY POWER WAGON

1114 1/2 So. Olive Street, New York

PATHFINDER

Agents Wanted

We want a real agent to represent a real automobile in every town in California, Arizona and New Mexico.

Our Pathfinder models with 40 horse-power Continental Bloc motors, 118-inch wheel-base, fully equipped and guaranteed by the factory for life, and the popular price of \$2000 is a winner that simply cannot be beaten.

Write to

Pathfinder Motor Co. (Inc.)

206 - 208 - 210 WEST PICO, LOS ANGELES

Distributors of Parry, Pathfinder and Speedwell

DINGLEY-SWANSEN FAST PAIR ON SIMPLEX RACER.

OSCAR WERNER, the Simplex agent, is home from the East with a Simplex contract tucked snugly in his pocket. This contract

gives entire control to Werner for three years. The Golden State Garage man pulled over a good one when he clinched the deal for the big cars.

gives entire control to Werner for three years. The Golden State Garage man pulled over a good one when he clinched the deal for the big cars.

gives entire control to Werner for three years. The Golden State Garage man pulled over a good one when he clinched the deal for the big cars.

gives entire control to Werner for three years. The Golden State Garage man pulled over a good one when he clinched the deal for the big cars.

gives entire control to Werner for three years. The Golden State Garage man pulled over a good one when he clinched the deal for the big cars.

gives entire control to Werner for three years. The Golden State Garage man pulled over a good one when he clinched the deal for the big cars.

gives entire control to Werner for three years. The Golden State Garage man pulled over a good one when he clinched the deal for the big cars.

gives entire control to Werner for three years. The Golden State Garage man pulled over a good one when he clinched the deal for the big cars.

gives entire control to Werner for three years. The Golden State Garage man pulled over a good one when he clinched the deal for the big cars.

gives entire control to Werner for three years. The Golden State Garage man pulled over a good one when he clinched the deal for the big cars.

gives entire control to Werner for three years. The Golden State Garage man pulled over a good one when he clinched the deal for the big cars.

gives entire control to Werner for three years. The Golden State Garage man pulled over a good one when he clinched the deal for the big cars.

gives entire control to Werner for three years. The Golden State Garage man pulled over a good one when he clinched the deal for the big cars.

gives entire control to Werner for three years. The Golden State Garage man pulled over a good one when he clinched the deal for the big cars.

gives entire control to Werner for three years. The Golden State Garage man pulled over a good one when he clinched the deal for the big cars.

gives entire control to Werner for three years. The Golden State Garage man pulled over a good one when he clinched the deal for the big cars.

gives entire control to Werner for three years. The Golden State Garage man pulled over a good one when he clinched the deal for the big cars.

gives entire control to Werner for three years. The Golden State Garage man pulled over a good one when he clinched the deal for the big cars.

gives entire control to Werner for three years. The Golden State Garage man pulled over a good one when he clinched the deal for the big cars.

gives entire control to Werner for three years. The Golden State Garage man pulled over a good one when he clinched the deal for the big cars.

gives entire control to Werner for three years. The Golden State Garage man pulled over a good one when he clinched the deal for the big cars.

gives entire control to Werner for three years. The Golden State Garage man pulled over a good one when he clinched the deal for the big cars.

Motors of the Earth and Air Meet on Dominguez Field.

Lincoln Beachey dipping his aeroplane just above the handsome Simplex, with W. H. Carlson ducking to avoid the airplane as it swoops over the high-powered machine, only a few feet above the tenniseau. The other passengers are each being handed a new and novel thrill.

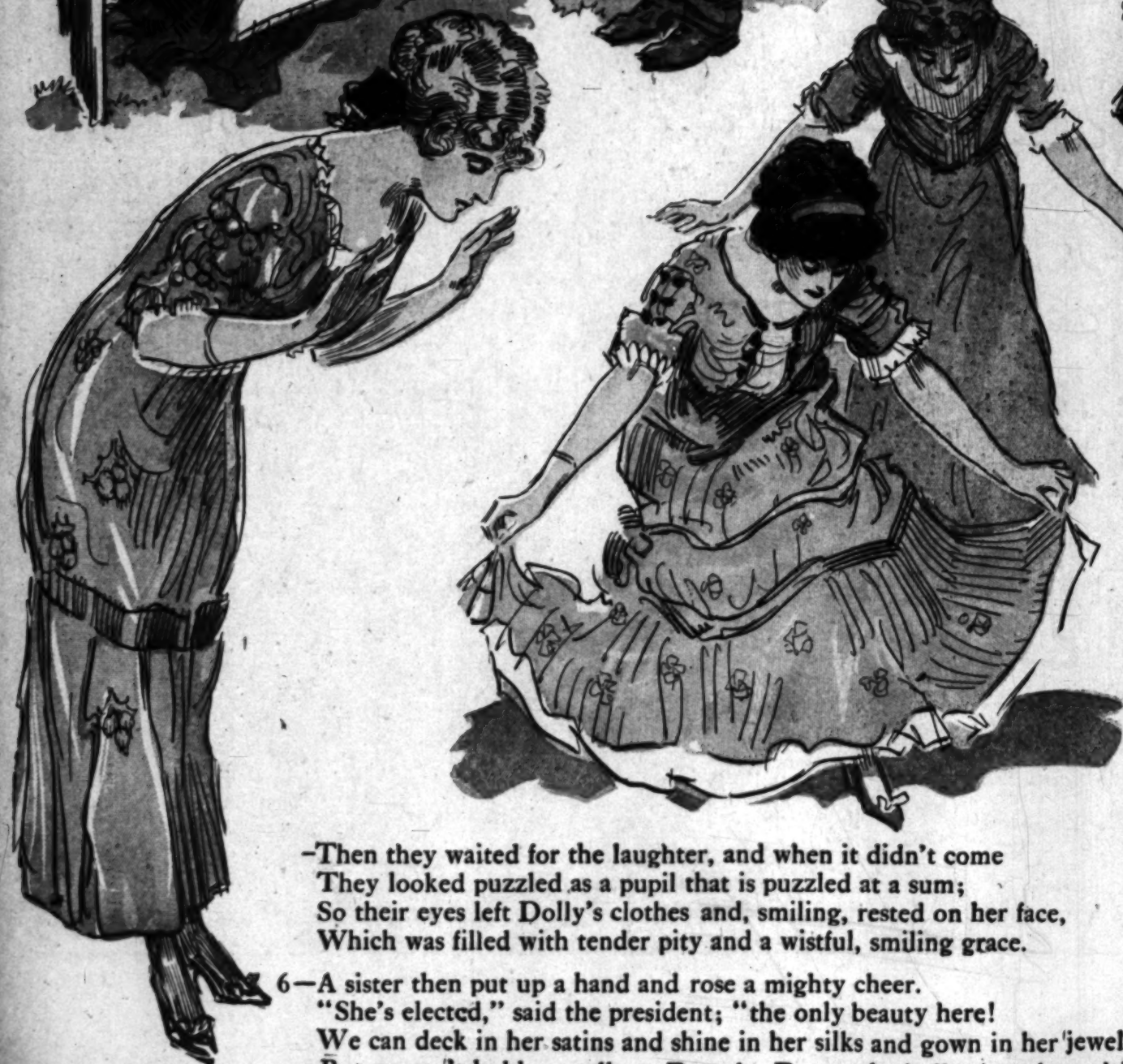
DOROTHY DEERE

American Girl

- 1—At college Dolly Deere displayed determination grim
To be in the inner circle of the Secret Sisters' swim,
And she very bravely set herself to meet the test that would
Prove her to be by right of nerve a sister of the blood.
- 2—So she strode about the village streets to loud, discordant din,
With a chorus lady's wig and with her pretty toes turned in;
And she did a public step dance and a public rag-time walk.
And the terrors she surmounted of a public suffrage talk.
- 3—Then came a night when in her room our Dolly heard a shout;
The sisters dashed upon her—in a trice the lights went out.
They pounced upon her trunks and turned their treasures upside down,
Then one by one each dressed herself in silk and satin gown.



- 4—Then they clustered round our Dolly and they dressed her in the clothes
They'd gathered from the janitor—and second hand were those—
And they put her in an auto, and the sisters, one and all,
Introduced her to a ballroom and a fashionable ball.

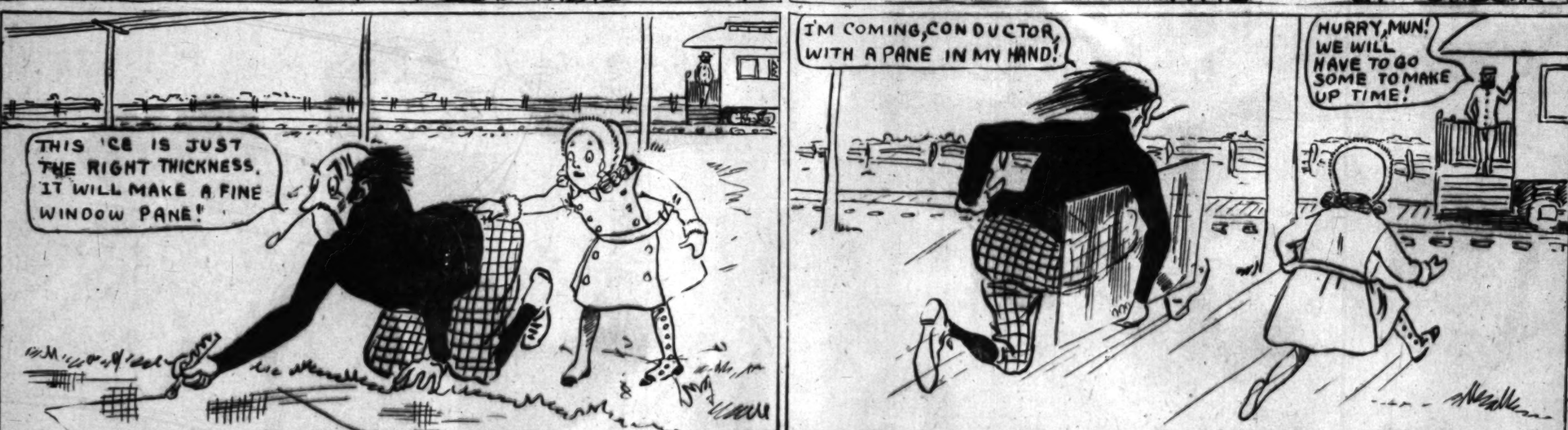


- 5—Then they waited for the laughter, and when it didn't come
They looked puzzled as a pupil that is puzzled at a sum;
So their eyes left Dolly's clothes and, smiling, rested on her face,
Which was filled with tender pity and a wistful, smiling grace.

- 6—A sister then put up a hand and rose a mighty cheer.
"She's elected," said the president; "the only beauty here!
We can deck in her satins and shine in her silks and gown in her jewel and pearl.
But we can't hold a candle to Dorothy Deere, the bully American girl!"



UNCLE MUN



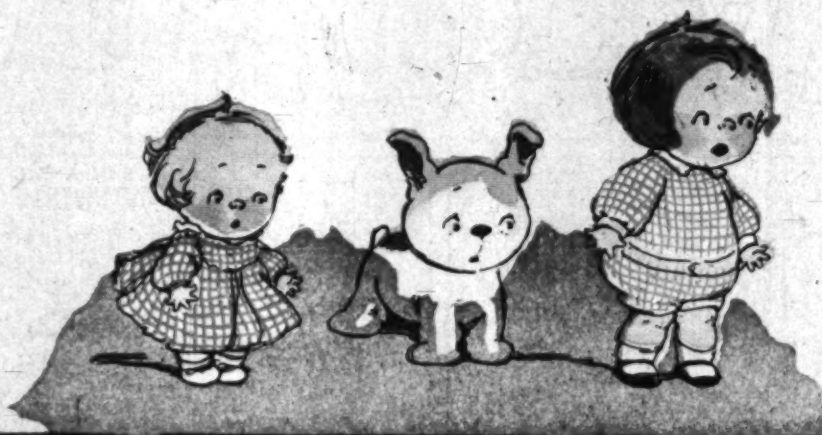
COPYRIGHT, 1912, BY THE NEW YORK HERALD CO. All Rights Reserved.

MR. TWEE DEEDLE.



THE TURBULE TALES OF KAPTIN KIDDO

(Copyright, 1912, by The North American Company.)



Written by MARGARET G. HAYS

Picture by GRACE G. DRAYTON



Onct me'n Puppoo we—we héd horribliferous gr-r-eat big còlds in our heads an'—I don't see why they call 'em còlds 'cause they makes you orful hot—an'—an' the Doctor Man comed an' he—he telled mine dee-ar Muvver—he sed, "Kiddo has some—some addy-noids in his froat, an' he mus' take a squiff o' ether an' have 'em out."



An'—an' we goed to a magniferous big white castle called a—Horsespittall an' I rided on a—servin' table into a bu'ful white—whites' room, an' a man in a white nightie putted a 'tittle chinley over my nose an'—an' first fink I knowed I was inside o' the mos' bigges'—big white—cold snowball you mos' never saw!



An' it was a n'orful bu'ful place—an' ther' was a—big glitterin' green serpent—an' it was sittin' on a big 'lectric light, an' it was eatin' porridge out o' a bowl—an' I sed, "How-de-do, Mr. Green Serpent." He shaked han's wif me an' he sed, "Welcome to our city. We needs a big brave hero like you, Kaptin Kiddo!"



An' he sed, "Ther's a lot o' poor 'tittle princesses kept in a big don-jon over there an' 'ey has to work night an' day makin' snowballs for bad boys to frow at—at ministers an'—an' old ladies—an'—an' it's orful hard work—an' ther's a 'normous Snowball Ogre what makes 'em do it an' he's a n'orful dangeriferosity—er—er—person." What-che-know-'bout-'at!

(Copyright, 1912, by The North American Company.)



En the poor 'tittle princesses was a—er—an' sayin', "Oh, our hands is all frozed up!" An' I goed up to the big fierce Snowball Ogre an'—an' I sed, "I is Kaptin Kiddo! Ol' bad fink! An' if you doesn't let those princesses go home to their nice warm house, I'll—I'll pour a bucket o'—o' hot suds on to you!" An'—an'—well—he left 'em go emnyways an' ther' tears was all maked to icicles—yes they was.



En me'n Puppoo we finked our way back from Ether Land an' we was in bed, an' the sore froat an'—an' the—n'addy-noids was all gonod 'way, an' I telled mine nursey—a train nursey (but ther' wasn't no train) 'bout me reskwin' all o' those dee-ar 'tittle princesses from the fierce Snowball Ogre, an' she sed, "You is certingly the mos' splendiferous brave hero what never was. Oh, you Kiddo!"

WRAPS are a combination of practicality and these days—or nights—creations reflecting conditions of the orient, a garments that suggest folds and lines. A allied with the useful. Every evening wrap is an ease of construction. What more can be said? The old-fashioned lived and modified to tions of line and beauty. Then there are ori bands of gorgeous emb Japanese and Chinese ern tendencies, while n in the fur trimmings smooth-haired peltry, cone and the expensiv and in cold countries excuse of usefulness a being. Of heavy supple with the deep collar at made in semifitting styl deep collar of satin rea at the back, ending in is ornamented with lar tons. In the front th revers ending in tassels. Always practical of its own. is the black ular in cut, with side o A square collar of heav is the lovely decoration border of gold soutache the practical garment.

SENSIBLE WRAPS for EVENING WEAR



The Velvet Cape

WRAPS are a lovely combination of utility, practicality and beauty these days—or nights. There are gorgeous creations reflecting colors, fabrics and decorations of the orient, and there are beautiful garments that suggest good sense in their folds and lines. A page of the beautiful allied with the useful is here before you. Every evening wrap suggests becomingness, an ease of construction; warmth and durability. What more can fair womankind ask?

The old-fashioned dolman has been revived and modified to suit our modern notions of line and beauty.

Then there are oriental wraps with wide bands of gorgeous embroidery and laces inset. Japanese and Chinese coats reflect the eastern tendencies, while northern notes ring out in the fur trimmings or in entire wraps of smooth-haired peltry. Moleskin, sealskin, coney and the expensive ermine are favored, and in cold countries the fur wrap has an excuse of usefulness as well as beauty for being.

Of heavy supple satin is the light model with the deep collar at the back. The coat is made in semifitting style, with full sleeves. A deep collar of satin reaches to the waist line at the back, ending in a cord and tassel. It is ornamented with large fabric-covered buttons. In the front the collar forms deep revers ending in tassels.

Always practical and with a jaunty line of its own, is the black velvet cape. It is circular in cut, with side openings for the arms. A square collar of heavy gold lace over blue is the lovely decoration at the top, while a border of gold soutache outlines the edges of the practical garment. Black has always



Simple Model in Chiffon Velvet



A Practical Blanket Wrap

the advantages of harmonizing with any gown beneath and of not soiling in a season.

Black satin is combined with velvet in the evening coat in another sensible model. A broad rever drops at the front and at one side. On the other there is a scarflike arrangement of satin ending in a black tassel. The satin is fringed. The sleeves are trimmed with turned-back cuffs of satin. The front fastening is straight.

The blanket coat in its delightful warmth and its beautiful lining of brocade comes to us in a practical model that is far from being cheap. No spotting from rain or snow need worry the wearer. The coat is simply cut, with a side fastening under cords and buttons. It is of a durable light tan, with its bright note in the gold brocade lining.

Simply made is the chiffon velvet of brown. It is cut on straight lines, with kimono sleeves ending in deep cuffs. A round collar at the back continues in broad, deep revers in front. Velvet-covered buttons and loops form the trimming on the revers. And that is the simple story that speaks for itself in the wrap shown.

The importance of brocade velvet in the realm of the evening wrap is undeniable. It practically removes the expense of handsome trimming, for the material is sufficiently ornate in itself and demands no further decoration.

Of course, the fur wrap is warm, comfortable and elegant in its infinite variety. The white fur, ranging from comparatively inexpensive coney to luxurious ermine, is gorgeous. Black furs, with their relief in brightly colored linings, are more serviceable and can play a double role for evening and daytime. The striped effect is very noticeable in the sewing of the peltry. Borders of fur in this effect are used on the huge collars, revers and the bottom of the coats.

There are all delightful little accessories that appeal to a woman's heart in this season's wraps. Attached bags for handkerchiefs, powder puffs, etc., are quite the thing. Quillings of chiffon and iridescent ribbon edge pockets and outline the linings. Sachet bags are attached in lovely silk roses, bunched on lining or the outside.

Sleeves show fullness at the lower edge now. On some, deep cuffs give a suggestion of empire fashions. On others, lace frills fall over the arms or hands in filmy cascades. Ornaments of exquisite enamel and beadwork are also used to add a final touch of beauty to the lovely garments that complete the costume for formal occasions.

Evening wraps are a great comfort. They are a luxurious necessity this year and, whether it be a trip to the village dance or to the opera in the metropolis, a woman is fortunate to be able to throw one over her shoulders.



Of Cadet Blue Satin



Serviceable Black Velvet and Satin



For the INDUSTRIOUS NEEDLEWOMAN.

By ADELAIDE BYRD

A Butterfly Centerpiece

HOW do you like it for a change? It suggests pleasant work for the woman who wishes to complete it soon, and yet the effect, when finished, is far from a scantily covered effect. The conventional use of the butterfly idea is beautifully shown in one half of the design. It is one that can be turned over when you have traced half, and the rest is easily completed. If the dots in the central part of the design seem too many for you to work up quickly, omit every other one when

tracing. For my part, I prefer them as they are; and if I did not wish to work all in solid stitches, I would do every other one in the outline. This centerpiece is very effective in colors. Use either mercerized cotton or silk for working. The latter is extremely effective, and in these advanced days washes and wears equally as well as the cottons. On tan or white linen the colored design is lovely; white on white linen is also good, if you are partial to all-white effects.

You will see that most of the work is outlining. The tips of the wings can be worked solid and the dots on them done in solid stitches. The large, graceful curve on the top of each wing should be solid and the space below it, as shown, filled in with small French knots. The central body is best solid, and the antennae should be done in fine outline stitch. I have spoken of the dots in the rest of the design. Pad the scallops with dam-

ing cotton and work with buttonhole stitches, being careful to make the scallops that form part of the butterfly to meet the lines that continue from them. Some combinations of color may be suggested. Delft blue, with darker blue for the markings, is a good scheme. Yellow and golden brown are very effective. Coral pink, tan and brown work up well. Your own preference or the general color scheme of the room must guide you in your choice. At any rate, you have a fine design upon which you can prove your cleverness.

A FUR MUFF AND STOLE

FROM an old fur jacket a clever woman made herself a very good-looking muff and stole.

The coat was worn smooth in so many places that the furrier declared it unfit for renovation, but said it could be made into a muff and neckpiece. The price for making over was far beyond the means of the little woman, so she set about to do the work herself.

When ripping up the coat she carefully noted how the pieces of fur were joined together on the under side. The underarm pieces and under parts of the sleeves were worn badly. These she discarded; but the rest of the coat was usable.

The two fronts and revers were converted into the muff, eighteen inches wide and twenty-seven inches around. These dimensions were obtained by sewing the fur together with a close overcasting stitch done with waxed silk. The fur was sewed in a flat piece at first, then joined at the edge in the same manner. A piece of tailor's canvas, twenty-seven inches long and sixteen inches wide, was then basted to the fur, and the long edges of fur were turned over the canvas and caught down flat.

A double sheet of cotton wadding was next tacked on as an interlining, and then the muff was turned inside out and the satin lining sewed fast to each edge of the fur.

Turn the muff right side out, and it is complete. You can add a pocket with a flap that snaps fast if you wish.

The stole was made over a foundation of canvas eight inches wide and two yards long. The upper part of the sleeves and small pieces of fur taken

from the body formed the curved ends of the coat.

The lining is attached on in the same manner as that on the muff, turning in at least one inch at the edges. After this set was complete enough fur was left for a jaunty toque, making in all a very practical and inexpensive combination set of warm furs.

One economical plan which will be welcome to the business woman is the making of a muff and stole all together. If you already have a broad stole of fur, all that is necessary is to put an extra lining of shirred satin in one end to a depth of twelve or fourteen inches.

Work Around the Tea Table

MOST women who delight in fancy needlework have some dainty bit of subsidiary or sewing to pick up while they are chatting with friends who drop in for a cheering cup of tea. For such occasions milady needs our dainty apron workbag.

This she can make in combination by making an ordinary sized apron of flowered dimity and stitching across the bottom a strip of dimity the width of the apron and fourteen inches wide. An inch-wide heading and casing is stitched across the top of this piece and double ribbons run through so that when the pocket or bag thus formed on the apron is laid away it can be drawn up to hold the work securely.

When the apron is worn the bag opens forms a convenient pocket for silk, needle book, thimble, scissors and sewing.

The best at the waist line of the apron has ribbon run through it for strings. A dainty handkerchief sash is easily made from a 22-inch square of flowered silk, interlined with a layer of damaskette, which is thickly sprinkled with sachet powder and lined with pale-colored Japanese silk.

Now sew five snap fasteners on the lower edge and the sockets even with the shirred satin and turn up the end of the stole, snap it in place and a comfortable, roomy muff is ready to protect the hands from winter's chill.

No danger of leaving this muff on the ruin or at a counter when doing a little shopping. If your stole is made of satin or velvet and edged with fur, the same plan can be carried out by putting an extra interlining of lambs' wool inside for the width required for the muff.

When you do not wish to use the muff the stole is let out straight as originally planned.

A lace or corded edge is sewed all around the square. After the materials have been put together and the cord sewed on, the four corners are folded over, envelope fashion, while four inches from each point the sides are caught together with a tiny bow of ribbon.

Slip folded handkerchiefs in each of the four sides, wrap it in tissue paper and send it off to a friend for a birthday remembrance.

To Bone High Collars A CONVENIENT way to bone high collars on wash houses is to use narrow linen tape on the collar in as many strips as you wish bones. Stitch the bottom of the tape across and from the top slip in the feather-bone, then fold over the end of the tape and sew it fast by hand.

When the blouse is to be laundered, unfasten the hand sewing, slip the bones out and lay them aside until the blouse is ironed ready to wear again. It is then very little trouble to replace them.

Quaint Din-Cushions



MADE OF RIBBON



FOR THE TRAVELING BAG

A TUFTED CUBE

FANCYWORK is always a favorite pastime with women of leisure who enjoy needlework. The dainty cushions pictured here are designed especially for women who appreciate quaintness as well as beauty in their belongings.

The oblong cushion will be convenient to slip into milady's traveling bag when she prepares for a hurried journey. The square cushion can be bought and then covered with straight pieces of delicately colored ribbon, stitched together on the edges. Square pieces of ribbon cover the ends, and the cushion is tied around its center with broad satin ribbon before the pins are inserted.

Six squares of fancy silk brocade cover the cushion shaped like a cube.

Cover all the squares together in proper form to cover the cube before it is put into the cushion. Leave two edges forming a triangle open, slip the cover on the cushion and sew over the edges together with silk.

Isn't the little basket cushion dainty? This is made by covering pieces of cardboard, cut the shape of the sides of a small fruit basket, with narrow ribbon in two shades of pink, woven over and under as a basket is woven. The sides are whipped together and the basket filled with wool. Then a cover of pale pink ribbon is put over the wool

and a quilting of ribbon sewed around the joining point. The handle is simply a strip of cardboard wrapped with ribbon. Rows of ribbon attach it to the basket. Notice the clever way pins have been placed in each lower corner—for all the world like little round ball feet for the basket to rest upon.

They Last a Little Longer

A CLEVER little housekeeper who is not blessed with an overabundance of the world's goods freshened up several bureau scarfs, and they would last a little longer.

Some were finished with hemstitched edges, others with bands of Mexican drawn work that had been worn in the washing until they were too ragged to be used again. Those that were least worn in the centers and about the scalloped edges were freshened by putting a band of linen torchon insertion, purchased for 35 cents a yard, over the torn drawn work and stitching it securely on both edges with a fine machine stitch. The corners were mitered and stitched, then the ragged portion underneath was cut away with sharp scissors, the raw edges of linen turned back and again stitched in place. This made an almost new looking scarf, which doubled the wearing edge of the original.

With those that were scarcely worth spending any money on she cut away the drawn work entirely; then, turning in the edge of the center, she laid it flat over the hem and stitched it down on the very edge.

At each corner it was necessary to cut away a small portion of the hem in

order to make the center piece fit perfectly; but this was easily done by mitering and stitching the corners flat.

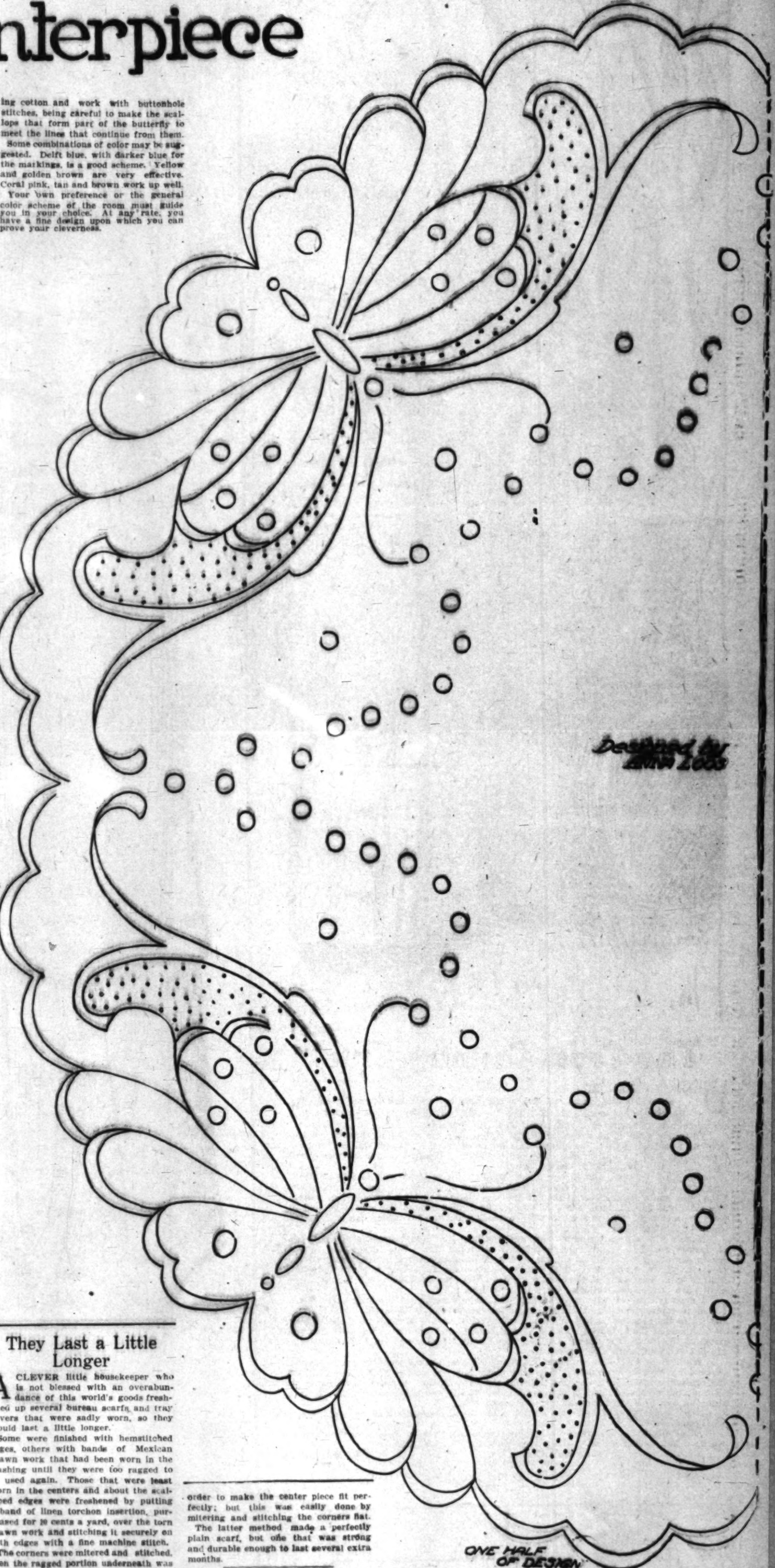
The latter method made a perfectly plain scarf, but one that was strong and durable enough to last several extra months.

How to Transfer

HERE are suggestions for transferring the pattern before you to any material before working. Perhaps the easiest way is the "window-pane" method. This is successful when the material is thin, like linen, batiste, etc. Pin the sheet of paper and the material together and hold them up against the glass of a window. With a sharp pencil draw on the material the design, which can be easily seen through

the goods. If one-half of the design only be given, unpin the paper and turn the other side to the fabric. The strong light behind will make it plain. If you have carbon paper, you should place the sheet between your fabric and the newspaper. This latter is on top. With a sharp pencil go over the outline of the design. The impression will be left in fine lines and will last until worked. This method is successful on

heavy material. The last way is also easy. On wax paper or ordinary tissue paper trace the pattern before you. When the design is completed, turn over the paper and outline the pattern with a heavy lead pencil. Then place the design down on the fabric and redraw the outline. The pattern will be transferred without difficulty. Surely the way is easy.



Designed by ADAM L. COO

ONE HALF OF DESIGN

THE SMARTEST FASHIONS OF WELL-DRESSED FOLK



The Cross-Country Club

DEAREST ELEANOR:
Several of the young matrons in our neighborhood have formed a club for the purpose of mutual benefit. The "benefit," my dear, consists in long walks across country one afternoon each week when the weather is fair.
Yesterday four of us had a delightful tramp over the hills and through a little strip of woodland. There was hard, shining snow on the ground and a crisp air brought the roses to our cheeks. You will be more interested in our costumes, will you not, than in my flights of snowy fancy?
Mrs. Carl Jenkins, who in her blonde beauty always looks well in blue, wore a stunning suit of blue zibeline trimmed with seal-skin or mink. The coat, reflecting Eton lines, had a shawl collar of the fur and was fastened under a tortoise-shell button. The skirt was fur-trimmed, and a soft sash was draped around the waist and tied in front for a change. The suit, by the way, extends under the fur, which can be removed when the spring comes.
Marcia was also short. Her coat was also short, with broad stitched bands of dark-brown cloth, contrasting beautifully with the tan. The jacket had square revers, with soutache braid in the same tone, while cloth-covered buttons trimmed the front strips. A double-skirt effect was very becoming, for, being tall, our lady can wear it well. The lower part showed a slashed effect over dark cloth, and this arrangement gave comfortable fullness, yet a straight line.
I must tell you of my new green suit, that is just as fine at the back as in front. I had it copied from Aunt Ellen's imported model, and it is lovely. The coat is slashed in the back and a belt of black chiffon velvet passes through buttoned loops on each side of the V-shaped opening. Brass buttons and loops trim the sides and the panel at the back. The sleeves are long and I wore a collar and cuffs of white tulle. My hat and muff were of black velvet.
We had our gray lady with us. How well Frances always looks in neutral shades touched up with bright colors! Her gray cloth suit was trimmed with red plaid on the crossed revers and underskirt. Bright-red bone buttons trimmed the long fitted sleeves and were continued in a line down the jacket and the slashed side. It is a stunning coat-dress just for walking, and very warm.
Need I suggest that Peter the Great, whom we always take with us, was dressed in Russian furs?
After all, dear, the more we change in our fashions the more I am convinced that we need not worry, for they are always becoming. Aren't they?
Your fond sister,
MADGE.

Isabel Cornue Paul



BY THE YEAR, \$9.00

DOWN DEEP IN HOLE.

And They All Dug It Themselves.

Democrats and Insurgents Tear Off Doors So Nobody Can Break In.

Find Themselves in a Bear Trap and Hate to Chew Off Their Legs.

Metal Tariff Bill to Be Passed Today Tangles Them in a Gordian Knot.

BY SUMNER CURTIS.
[IT DID NOT WIRE TO THE TIMES.]
WASHINGTON, Jan. 28.—[Exclusive Dispatch.] For a moment tariff legislation is getting a wee bit of the attention that is concentrated on the Presidential nomination imbroglio.
Great significance is to be attached of course, to the passage of the steel revision bill by the House, which will take place tomorrow noon. The Democratic leaders there are strongly enough supported to make any action of the Ways and Means Committee the action of the House as a whole. This applies to all tariff bills that may be presented.
Chief interest in the passage of the steel bill tomorrow will center in the vote of the Republican insurgents. The indications are the insurgents will be badly split, with perhaps a majority of them voting for the bill and several of those who are not voting against it merely answering "present" when their names are called.
The alignment bill will be some-

The News in The

INDEX: TITLES—PAGES—PARTS

PART I.
1. Drilling for a War.
2. Along the Pacific Coast.
3. Shattering Off Army Hoop.
4. House Hounded Graft-Expos.
5. The Weather Clarified Aft.
6. Los Angeles County Correspondence.
7. From South of Trenchard's Top.
8. News in Brief: Death Record.
PART II.
1. Big Hammer to Smash Out State.
2. Fight Their War in Rounding-up.
3. At the Churches Yesterday.
4. Editorial: For Exeter.
5. Haul and the Stage.
PART III.
1. The News Are Arriving.
2. Berkeley House: Fresh News.
3. Van Court on Self-Defense.
4. From Moscow to Majestic.

SUMMARY.

THE SKY. Clear. Wind at 5 p.m. west-northwest, velocity 10 miles. Thermometer, high at day, 45; low at night, 35. Forecast: Fair, with a few clouds, but no rain.

THE CITY. The Sheriff's office is preparing to close out "The Journal," a small newspaper which has been much abused by its readers in that locality.
The House of Representatives is to hold under the hammer today after an adjournment of several days.

A fire-bell fight broke up a friendly game of football yesterday night and it resulted that several women took part with men.

A new and unique way of raising money for the city of Los Angeles is being tried in the public library. A library in the public library has been opened up by the city of Los Angeles. The library is open to the public and is a place where the city of Los Angeles can find out what the people think of the city of Los Angeles.

The price of coal and the rate of toll were the chief topics of the evening. The city of Los Angeles is a place where the people can find out what the people think of the city of Los Angeles.

The city of Los Angeles is a place where the people can find out what the people think of the city of Los Angeles.

The city of Los Angeles is a place where the people can find out what the people think of the city of Los Angeles.

The city of Los Angeles is a place where the people can find out what the people think of the city of Los Angeles.

The city of Los Angeles is a place where the people can find out what the people think of the city of Los Angeles.

The city of Los Angeles is a place where the people can find out what the people think of the city of Los Angeles.

The city of Los Angeles is a place where the people can find out what the people think of the city of Los Angeles.